

# The Hongkong Telegraph

(ESTABLISHED 1881)

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## LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

### SENSATIONAL PEKING NEWS.

#### REPORTED OVERTHROW OF THE GOVERNMENT.

##### MONARCHY SAID TO HAVE BEEN PROCLAIMED

Shanghai, October 13.  
Chinese officialdom is profoundly stirred by an unauthenticated and undetailed rumour of the overthrow of the Peking Government. The telegraph service is interrupted, but the rumour is that Chang Tso-lin has seized Peking and proclaimed a Monarchy.

##### TO ENTHRONE BOY EMPEROR

Another telegram received in Hongkong to-day states that a rumour prevails in Shanghai that the President is seriously ill, and that Chang Tso-lin has entered Peking and is planning to secure the enthronement of the Boy Emperor.  
The message also says that Tso Kwan, Tschun of Chih, has fled to the South.

##### TUOHUN COMMITS SUICIDE

##### DEPRESSED OVER PEKING DEVELOPMENTS

Shanghai, October 13.  
To-day, Li Shun, Tschun of Kiangsu, committed suicide at Nanking by firing a pistol shot into his abdomen.  
The text of his will says that his action is due to developments in Peking and the failure of measures for salvation of the nation. He leaves half his fortune to the Famine Relief Fund and education, and half to his family.

##### U.S. NAVAL SQUADRON

##### ARRIVES AT SHANGHAI

Shanghai, October 13.  
Admiral Gleaves, with the flagship Huron and the light cruisers New Orleans and Albany, has arrived at Shanghai on a twelve-day stay. The Huron was formerly the South Dakota and is said to be the largest warship ever to go up the Whangpoo to the City.

## REUTER'S TELEGRAMS.

### CAPTURE OF VILNA.

#### NEW GOVERNMENT PROCLAIMED.

Berlin, October 11.  
The Poles have taken the Lithuanian capital, Vilna, and the Polish Commander has proclaimed a new Government.

#### POLISH GENERAL'S UNAUTHORISED ACTION.

London, October 11.  
It appears that the Polish capture of Vilna was due to the unauthorised action of General Zeligowski, who, after resigning and cutting off communications with Warsaw and other Polish forces, marched his troops against Vilna. It is believed that the Polish Government will disavow his conduct.

### COST OF LIVING.

#### DOWNWARD TREND IN AMERICA.

New York, October 11.  
A downward movement in the cost of living in the United States is indicated by the fact that Bradstreet's monthly index number representing the sum of current prices of 96 foodstuffs and other necessities is 1691, while the last figure was 1692. Ten groups of commodities have declined, while textiles, raw cotton, wool, hemp and the principal provisions and groceries are slightly higher.

### THE BRITISH ARMY.

#### A THOUSAND OFFICERS NEEDED.

London, October 11.  
The *Pall Mall Gazette* understands that the Army Council has decided to offer a thousand commissions to demobilised officers. It adds that nearly every regiment has reached bedrock so far as officers are concerned, especially officers with war experience, most of whom are absorbed into civil life.

### CHINESE IN FRANCE.

#### WORKERS CELEBRATE.

Paris, October 11.  
The advent of a democratic regime in China was commemorated by a festival arranged by Chinese workmen in their camp at Clichy, near Paris. Obligation to France was also expressed in various speeches for her kind and considerate treatment of Chinese workers.

## REUTER'S TELEGRAMS.

### PRESIDENT WILSON'S ILLNESS.

#### A SLIGHT RELAPSE REPORTED.

Washington, October 11.  
President Wilson has suffered a slight relapse. His illness is attributable to extra exertions in the campaign in the interests of Governor Cox, in which connection his friends and physicians are convinced that he has not regained normal strength and must go at a slower pace. A distinguished physician, with excellent opportunities for studying the case, states that while President Wilson will never recover his strength he will be able to carry on as at present indefinitely. The case is like ordinary paralysis, but President Wilson is determined to cope grimly with his daily work and to play the game to the end with high courage.

### IRISH OUTRAGES.

#### ATTACK ON MILITARY LORRIES.

London, October 11.  
Details of the Irish outrages cabled yesterday show that a Lorry en route to Castlereagh was destroyed by a bomb thrown therein. Two lorries which were ambushed near Bangor by a hundred armed men contained three officers and 20 men. The lorries were fired on from both sides of the road and then pulled up. The soldiers dismounted and opened fire, and the fight lasted for an hour. Owing to pitch darkness, the soldiers were unable to see the attackers, while the Military were plainly visible by the headlights of the lorries.

#### MACHINE-GUN ATTACK.

London, October 11.  
Machine-gunning by the attacking party lorry is reported in connection with the ambush at Kanturk. The lorry was held up by milkcarts drawn across the road. One soldier was killed and several injured. When the news reached Kanturk, the people, recognising the probability of reprisals, hurriedly closed shops and there was a general exodus from the town in a state of considerable alarm and excitement.

#### THE GOVERNMENT DENOUNCED.

London, October 11.  
Mr. A. G. Smith has replied to Mr. Lloyd George in a communication to the Press, in which he describes the latter's speech as a declaration of insolvency on the part of the Coalition Government. He says: "Ireland presents the one issue of supreme importance, involving both the safety of the Empire and the honour and good name of Britain. The only Irish policy the Premier has to offer is repudiation, root and branch, of Dominion Home Rule and a condemnation of the hellish policy of reprisals and an attempt to answer murder by murder and outrage by terrorism. This is not government, but anarchy."

### COAL STRIKE SITUATION.

#### THE DECIDING BALLOT.

London, October 11.  
Throughout the country nearly a million miners will to-day and to-morrow ballot on the question of rejection or acceptance of the owners' datum line offer, but anything like accurate calculations as to the result are impossible before October 13, when the Executive of the Miners' Federation will meet in London to receive the figures, as there are no means of measuring the extent of the check given to the earlier wave of opposition by the recommendations of Mr. Smillie and other leaders to accept the owners' terms.

Significant of the influence of Mr. Smillie is the narrow majority, namely 55 votes to 45, whereby the Northumberland Miners' Council rejected the datum line scheme, and the fact that, coupled with the rejection, was support for a proposal to refer the wages demand to an impartial tribunal.

Ballot papers in some of the South Wales districts have already been returned, and, as expected, show a heavy majority against acceptance.

### THE INDIAN ARMY.

#### SUBORDINATE TO WAR OFFICE?

London, October 11.  
The Report of the Escher Committee, cabled on the 1st. instant, has aroused great interest in India and England. Comment is generally favourable, but there has been some criticism, headed by the *Times* which contended that the Committee's proposals involved the subordination of the Indian Army to the War Office. According to the *Times* Simla correspondent, however, the authorities in India disagree with this contention and declare that such subordination would be highly objectionable. They maintain that the Report visualises the early formation of an Imperial Military Advisory Body, under which the War Office, the Dominion military forces and the Army in India would participate on equal terms in the execution of Imperial military policy, the Army in India being directly under the Government of India for organisation and administration.

### NORWAY AND RUSSIA.

#### TRADE NEGOTIATIONS REACH A DEADLOCK.

London, October 11.  
The *Daily Telegraph* correspondent at Helmsfors says M. Litvinoff has declared that he left Norway in consequence of the impossibility of reaching an agreement with the Norwegian Government regarding commercial relations with Soviet Russia. He said Norway's attitude towards the Soviet had completely changed during the summer and autumn.

### FRENCH FINANCES.

#### ALL DANGER PAST.

London, October 11.  
The French Minister of Finance, interviewed by the *Daily Mail*, said all danger resulting from the French financial position is over.

## REUTER'S TELEGRAMS.

### PRINCE OF WALES HOME AGAIN.

#### A STIRRING WELCOME.

London, October 11.  
The Press gives the warmest welcome to the Prince, printing editorials recalling the great services to the Empire during his recent travels of "Our Young Man," or alternatively, "the Empire's Greatest Ambassador."  
H.M.S. Renown was yesterday escorted to Spithead by a destroyer flotilla and aeroplanes. The Prince remained aboard last night. Everything is now complete for a magnificent national welcome to-day. It has been arranged that the Royal train shall slow down at wayside stations on the way to London to enable everyone possible to greet the Prince.

#### THE PRINCE'S SPEECH.

London, October 11.  
The Prince of Wales had a most enthusiastic welcome Home from his Australasian tour to-day. The firing of the Royal Salute by beflagged warships greeted his arrival at Portsmouth, where he was looking well and cheery. The Prince was welcomed by an imposing assembly of naval, military and civil authorities.

Replying to an address by the Mayor, the Prince said he had returned most deeply touched and impressed by the unity and strength of sentiment binding all parts of His Majesty's Dominions to the Crown and making the future of the British Empire secure. So firm and clear was this devotion to British ideals and the King, their head, that his travels throughout had been a profoundly moving and inspiring experience. He was looking forward greatly now to his stay at Home. He feared we were still only at the beginning of the labour necessary to restore our credit and prosperity after the war. He was deeply interested in the problem of reconstruction, which all parts of the nation must pull together to solve.

The Prince was given a very warm welcome at Victoria Station, which was decorated with Imperial flags. The platform, where the special train drew up, was carpeted in red baize and decorated with flowers, whilst a large banner inscribed "Well Done!" and "Welcome Home!" faced the Royal saloon. The Coldstream Guards supplied the guard-of-honour.

Their Majesties, Princess Mary, the Princes, Queen Alexandra, the Duke of Connaught, Prince Arthur of Connaught, other Royalities, the Premier, members of the Cabinet, High Commissioners, Agents General, Indian Princes, high authorities from the Navy, Army and Air Force, the Lord Chief Justice, the Primate and other Bishops were present. Huge crowds most heartily cheered the Prince as he drove in a State carriage through decorated streets to the Palace, whither their Majesties and other Royalities returned in separate processions.

#### CHEERED BY CROWDS.

London, October 11.  
The most enthusiastic welcome accorded to the Prince of Wales at Portsmouth and London was renewed at Buckingham Palace this afternoon, when, in response to cheers from an enormous crowd, the Prince and their Majesties appeared on the balcony. The Prince waved his handkerchief and delivered a speech acknowledging the splendid spontaneous welcome.  
Subsequently the Prince, returning to York House by motor-car, was repeatedly held up by the crowds and he smilingly acknowledged the demonstrations of affection.

### THE FIGHTING IN MESOPOTAMIA.

#### CASUALTIES ON THE EUPHRATES.

London, October 11.  
A Mesopotamia communique states that 11 were killed and 49 wounded in the fighting at South Hillah in the Middle Euphrates region. The enemy casualties were probably heavier. A thousand Arabs opposed the advance of the Samawa relief column, but were routed, our losses being slight. On the Upper Euphrates we reoccupied Hit without opposition.

### CHEAPER PETROL.

#### SHELL COMPANY REDUCES PRICE.

London, October 11.  
The Shell Company announces a reduction of 3d. per gallon in petrol, owing to the fall in price in America.

### GOVERNMENT OFFERS TO BUY CABLE.

London, October 11.  
The Government has offered to buy direct the United States Cable Company's property, and the Directors recommend the acceptance of the offer. No price has been stated.

### KING OF GREECE III.

London, October 11.  
It was reported from Athens on October 10, that the condition of the King of Greece had become worse.

## TO-DAY'S CHINESE TELEGRAMS.

Shanghai, October 12.  
Owing to Admiral Lum Po-yik's attitude being doubtful in regard to the present Kwangtung situation, the Cantonese community in Shanghai is preparing to send him a letter of advice.

Yip Kung-chuck, Minister of Communications, has decided to engage specialists to have the railway, postal and telegraph administrations improved.

The Japanese Legation has denied the report that Chu Skutsang and some of his followers have secretly left the Peking Legation.

A notification will be issued shortly by the Ministry of Communications to have the postal duties increased and the proceeds thus obtained used for famine relief purposes.

The representatives of foreign countries have held a general meeting to organise an International Union Protection Society.

Chang Kwong-kin, Tschun of Kansu, has reported that a very good harvest has been reaped this season in the province, and he can spare a considerable quantity of grain at moderate prices for the famine-stricken districts.

(Other Early and Special Telegrams on Page 2.)

## BILLIARDS.

### PALACE HOTEL HANDICAP.

The draw for the above handicap (250 up) has been issued, as follows—

Eyes to meet in second round—  
A. The (scr.) v. W. Dispaiz (50),  
W. Hill (125) v. J. Parks (200),  
S. Kelly (160) v. McNab Wilson (125),  
J. W. Hamilton (100) v. J. E. Clapham (125),  
K. Higashide (150) v. K. Sugaw (150),  
C. F. Cave (150) v. D. Urquhart (100),  
R. Thomas (125) v. G. H. Bayley (200),  
Pritchard (75) v. J. Mckerrie (50),  
W. Gerrard (75) v. W. E. Crocker (150),  
Ho Sai Man (scr.) v. R. Porter (100),  
Bye E. B. Green (200).

First round—T. B. Golding (300) v. R. Nicholls (50),  
W. S. Cuff (75) v. J. Snook (200),  
F. Normanton (scr.) v. R. G. Tyrrell (75),  
A. G. Pile (200) v. H. Davis (150),  
W. Drew (125) v. G. Haigh (125),  
W. W. Cooper (125) v. G. Thomas (100),  
T. Wilson (75) v. J. H. Tait (100),  
M. Erner (125) v. A. Rowe (100),  
W. Taylor (50) v. W. G. Gerrard (150),  
Ho Shai Cheong (scr.) v. Greenhalgh (75),  
E. R. Evans (125) v. R. E. Newman (75).

GARRISON MESS V. R. E. MESS.  
In an Inter-Mess League match played last evening in the Garrison Mess, the home team recorded their first win, beating the R.E.'s by 5 games to 1. The results of the games were as under—

GARRISON MESS.  
Q. M. S. Stanley ..... (won)  
Q. M. S. Partridge ..... (won)  
Sgt. Major Stroud ..... (won)  
S. Sgt. Marsh ..... (won)  
Sgt. Scouler ..... (won)  
Sgt. Major Carter ..... (lost)

R. E.  
Sgt. Major Smith ..... (lost)  
Sgt. Major Flynn ..... (lost)  
C. Q. M. S. Whitam ..... (lost)  
Sgt. Smith ..... (lost)  
Sgt. Hyne ..... (lost)  
Cpl. Townsend ..... (won)

Stanley and Stroud played exceptionally well for the winners and Smith and Townsend were the pick of the losers.

The highest break (28) was made by Sgt. Major Stroud.

THE INTER-MESS LEAGUE.  
The results of the matches played during the week ending 9th October, are as follows—

R. G. A. Lyemun, 4; R.E.'s, 2.  
Warders, 4; R.G.A. Kowloon, 2.  
Hongkong Police, 3; P.O.'s Naval Dockyard, 3.  
R.G.A. Victoria, 5; Garrison Mess, 1.

R.A.M.C. 3; Wills, 3.  
It is early yet to pass any remarks on form, but the R.G.A. Victoria should finish somewhere near the top of the League if they can retain the services of their present players. The surprise of the week was the Garrison Mess losing to the extent of 5 games. The advantages of the home team are obvious; therefore, the victory of the R.G.A. Lyemun gained over the R.E.'s must be considered very creditable.

The League is now in full swing and it is anticipated that some very keen competition for the enviable position will take place in the near future and one may safely say that the objects of these matches i.e., to stimulate friendly rivalry and enhance the *esprit de corps* which already exists between Messes, are being achieved.

### NEMO.

### TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 3s. 11 1/2d.

### THE WEATHER.

2 p.m. Barometer—29.81. Temperature—82. Humidity—50.

### DON'T FORGET.

#### TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.  
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

#### TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.  
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.



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A REGISTER OF AVIATION.

LLOYD'S NEW ENTERPRISE.

An official statement has been issued by Lloyd's in the following terms:-

The Committee of Lloyd's recognizing the growing importance of aviation insurance, established some time ago a sub-committee on aviation, assisted by a technical committee. The membership of the committee includes representatives of the air transport companies, aircraft constructors, and underwriters.

It is clear, on the one hand, that enterprise in connexion with civil aviation would be greatly assisted by adequate insurance facilities; on the other hand, these facilities cannot be provided unless certain essential information is collected and recorded in an available form. The establishment of a Lloyd's Aviation Record has therefore been approved. The first part of the Record will be shortly issued to subscribers, bearing information in respect to aircraft and pilots, and it is intended to follow this with further information as to technical personnel, aerodromes, lighting, water, air routes, foreign laws, &c. The scope of the Record will be international, and steps are being taken to establish Lloyd's aviation agents and surveyors at home and abroad. While those desirous of securing information afforded by the Record will be required to subscribe to its maintenance it is not the intention to make it more than self-supporting.

It is the policy of the committee in establishing Lloyd's Aviation Record to create facilities whereby constructors of aircraft, air transport companies, and underwriters of aviation risk may equally benefit, and, furthermore, it is thought that the benefit arising should tend to assist in the development of civil aviation. Every effort will continue to be made to secure in the committee responsible for the maintenance of the Record an adequate representation of the various aeronautical interests involved.

Pilots desirous of being enrolled on Lloyd's Aviation Record may apply for a form of application to the Secretary, Lloyd's Royal Exchange, London, E.C.3. Similarly, owners of aircraft who may wish to ensure correct information as to their aircraft now being placed upon the Record may procure the necessary form from the same source. Upon return of the form properly completed, the information contained therein will be recorded free of charge.

SCIENCE ON THE FARM.

(AVOIDING BAD HARVEST WEATHER)

A new theory in reference to the intensive cultivation of corn crops is advanced by Professor T. W. Witherby, Professor of Agricultural Research in Cork University, who recently gave an account of experiments carried out in various parts of Ireland and England, with the object of eliminating the risk of sowing and harvesting in wet weather. Experiments had shown, he said, that instead of confining the sowing of corn crops to the spring time or the early winter, crops should be sown in the late summer or early autumn, and often as early as late June. The crops sown at that time of the year would be cut in late September as a forage crop, and then, by a system of special rearing and cultural methods, there should be induced to grow a second crop which would ripen several weeks earlier than corn sown at the ordinary time.

EARLIER TELEGRAMS.

PRESIDENTIAL ELECTION.

Des Moines, Oct. 2.

Senator Harding in a speech declared that America was not being selfish and aloof, but would never allow a council of foreign powers at Geneva to dictate to her. America wanted to play her own part in the world's affairs.

Senator Harding declared that he favoured rejection of the Covenant written at Versailles and he re-declared for an Association of Nations instead of the League of Nations. He said that as soon as possible after elected he would consult the best minds in the United States, especially the Senate, with regard to an Association of Nations for the promotion of international peace, but one which should definitely safeguard American sovereignty and recognise America's ultimate and unimpaired freedom of action. He opined that Britain was approaching a solution of the Irish question, but he would no more tell a Briton what to do about Ireland than he would permit a Briton to tell Americans what they should do with the Philippines.

New York, Oct. 12.

Speaking at Nashville, Governor Cox formally accepted the League of Nations as an issue of the campaign. Referring to Senator Harding's denunciation of the present League, he said, "Now he is again for the League, I am for it." He further declared that as soon as possible after 4th March, if elected, he with the Senate would consider the Peace Treaty and the question of reservations, and any of them which would be helpful would be accepted and the Treaty ratified.

THE PARIS RAILWAY DISASTER.

Paris, Oct. 10.

An appalling disaster occurred to the Paris-Nantes express. Travelling at sixty miles an hour it ran into a goods train standing at Houilles station. Eight passenger coaches were telescoped. Twenty-five bodies of the dead have so far been recovered. Sixty injured have been sent to Paris in a special relief train. It is feared the number of injured totals a hundred.

Later.

It is ascertained that the death roll up to midnight shows 33. The shock of the collision was so violent that many bodies were found totally unclenched. The rescue work is continuing.

Later.

There are now forty-five dead at Houilles.

THRILLING AEROPLANE EXPERIMENT.

Minneapolis, Oct. 8.

American and British aviation experts witnessed a striking night demonstration by a civilian airman named Paul Collins, with an alleged fireproof aeroplane with a patented device permitting safe night landings. Prior to the ascent the aeroplane was treated with a fireproof substance and then saturated with petrol. Collins donned a suit similarly treated with petrol, which he set on fire at a height of five thousand feet. The aeroplane thrillingly volplaned like a comet and made a perfect landing. The whole landing field was illuminated by two magnesium flares dropped from the wing tips and reflected by mirrors under the fuselage.

LITHUANIA AND THE POLES.

London, Oct. 10.

It is reported that serious complications have arisen at Vilna. The Poles are making a determined attempt to occupy the Lithuanian capital, which action conflicts with the Polish declarations to the League of Nations. It is stated the Lithuanians are preparing for vigorous defence and the Government has gone to Kovna.

THE PRINCE HOME AGAIN.

London, Oct. 10.

The Renown has entered the Channel and is proceeding to Portsmouth accompanied by the Third Flotilla of the Atlantic Fleet and six destroyers. The Prince of Wales sent a message to the press expressing warm appreciation of the numerous messages of welcome and congratulation from all parts of the United Kingdom, and saying he had a most splendid time during his tour and is very happy to be back again.

FIGHTING THE SOVIETS.

Stockholm, Oct. 9.

It is reported, according to the Petrograd "Isvestia," that Temsk has been occupied by anti-Soviet peasants, led by "White" officers. Several Red commissaries were captured and killed.

BIG BUSINESS FAILURE.

New York, Oct. 8.

An involuntary bankruptcy petition has been filed against the Victoria Fox Company and thirteen allied subsidiary organisations.

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EARLIER TELEGRAMS.

A DASTARDLY OUTRAGE.

Berlin, Oct. 10.

It is reported from Weimar that Admiral Scheer's wife and maid were assassinated and the Admiral's eighteen year old daughter seriously injured by two masked men who broke into the Admiral's villa during the afternoon. One of the murderers, an artist named Baechner, suicided. The other fled. The Admiral was asleep in an upper chamber when the murders occurred. The motive for the crime is not yet discovered, as there was no theft of property.

THE IRISH TROUBLE.

London, Oct. 10.

Further outrages were reported from Ireland to-day. A military motor lorry proceeding to Castlereagh station, County Roscommon, was blown up and eight soldiers are missing. There are no further details. Armed men attacked two military lorries filled with soldiers near Bandon, Cork, last night. An officer was killed and three soldiers wounded. The civilian casualties are unknown.

THE CHINESE CONSORTIUM.

Washington, Oct. 9.

Sir Auckland Geddes and Sir Charles Addis, London Manager of the Hongkong-Shanghai Bank, met Mr. Davis, Under Secretary of the State Department, on 8th inst. for a conference which it is understood was arranged with a view to hastening the steps for making the proposed Chinese consortium effective. Mr. Shidehara visited the Department during the day.

DIAMOND SALESMAN ROBBED.

Cleveland (Ohio), Oct. 10.

A most daring hold-up occurred in a street in Buffalo. Two men jumped from a taxicab, knocked a diamond salesman named Laventhal, whom they followed from Cleveland, senseless with the butts of revolvers and then carried off a suitcase containing diamonds worth \$229,900.

INDIAN MAIL TRAIN DERAILED.

Madras, Oct. 10.

Thirteen third class passengers were killed and fifteen injured in the derailling of the Bangalore mail train near Arkesan, owing to some unknown people removing a rail.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

SINGAPORE'S GENEROSITY.

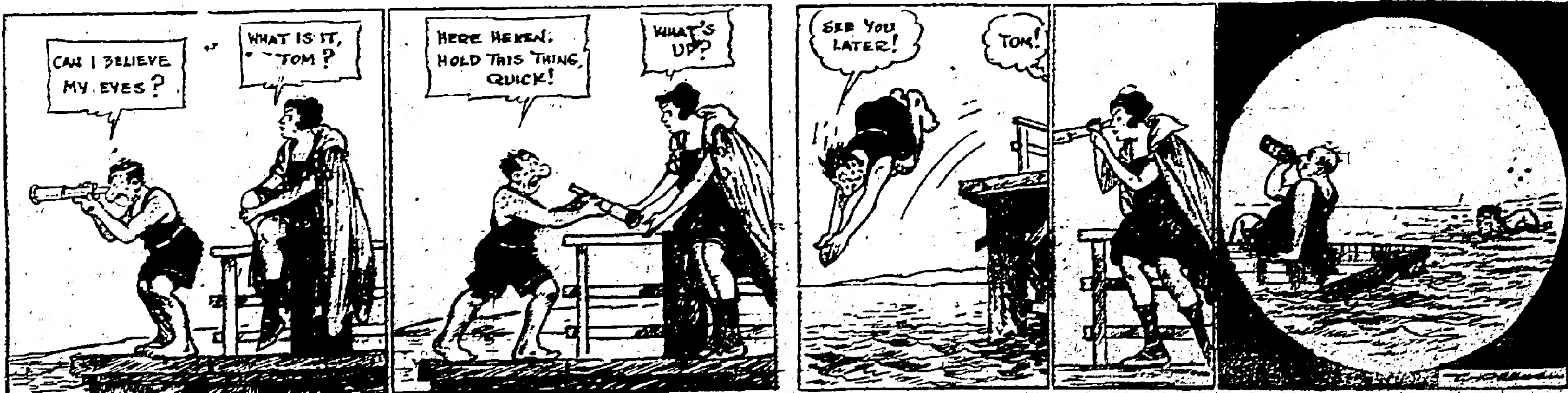
Singapore, October 12.

Questions are being asked in Council if the Government proposes to continue the £1,000,000 gift to the Home Government.

DOINGS OF THE DUFFS.

Tom Swims the Three Mile Limit.

BY ALLMAN.



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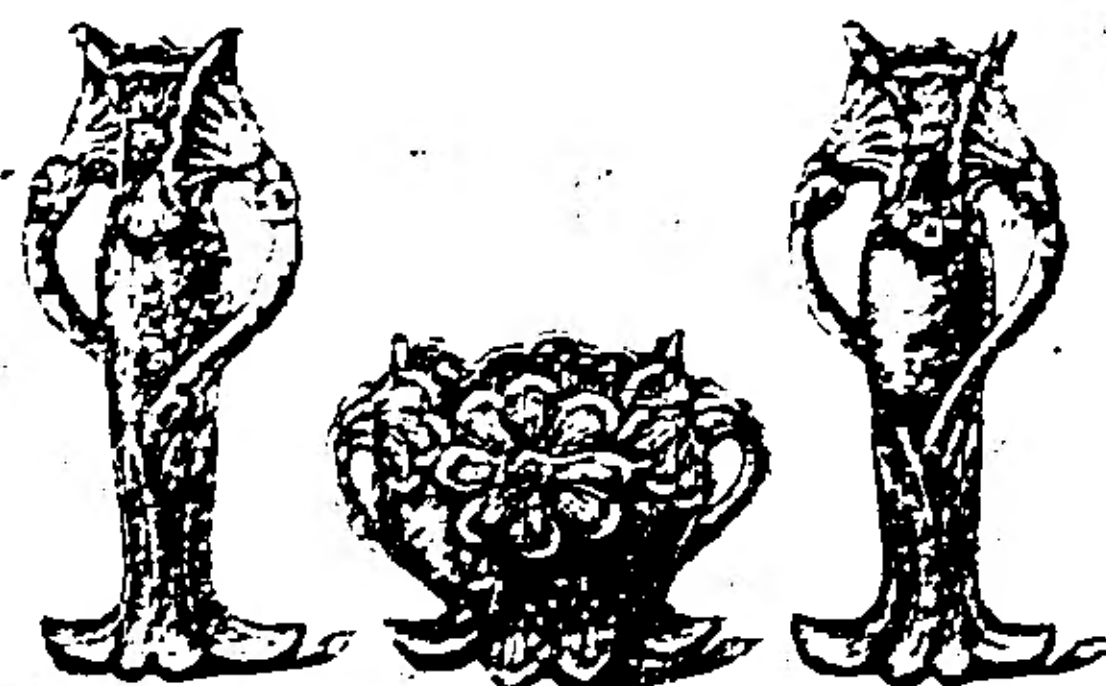
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STOCKS CARRIED.

## COLLECTIVE CONSCIENCE.

WANTED A MANUAL ON  
CROWD PSYCHOLOGY.

Clearly, Huxley writes in the  
Daily Chronicle:

I have often wondered why  
some practical man engaged in  
the art of business or politics, an  
election agent or experienced  
M.P., does not compile for the  
use of the electorate a manual  
on crowd psychology: a simple  
little booklet, short of scientific  
terms wherein would be explained  
to us not only the mental pro-  
cesses which convert the kindly  
individual into the bitter partisan,  
but the political necessity for  
this process of conversion and  
the means employed to attain it.  
It could do us no harm, and  
might do us some good to under-  
stand why we, all of us, are apt  
to grow spiteful and unreasonable  
in political matters; why a man  
or woman who is conscientious-  
ness itself as an individual will  
think it no shame to be viciously  
selfish in the name of a party;  
and let loose, for a cause, all the  
base or foolish instincts which  
in private life are restrained as a  
matter of course.

## A TRUTH TO CONSIDER.

Anyone who considers the  
problem—considers it for five  
serious minutes will have to  
admit that the collective con-  
science, the conscience of a  
party, a church, or a nation, is  
far below that of the ordinary  
decent individual; that a nation  
may murder though its members  
may not; that an Inquisition  
may have saints among its ad-  
vocates, that miners collectively  
are ready to starve us though  
the average miner, if he met a  
starving man, would certainly  
stand him a dinner.

Get us well organised and we  
become relentless: the fact is  
unpleasant, but there is no use  
in blinking it. Organised Capital  
like organised Labour, organised  
Germany like organised Com-  
munism, have one and all shown  
themselves flatly indifferent to  
any but their own interests.

Further—there seems little  
doubt of it—the collective being,  
the organised man, can only be  
stirred to activity by the  
destructive emotion of hate;  
man, as a crowd, does not often  
respond to the finer and higher  
impulses.

In Europe, at this moment,  
there are millions who hunger  
innocently; children who had  
no hand in the making of  
war, who were unborn when war  
was thought of. An Austrian  
burgomaster a few weeks ago  
told me it had been estimated  
that if the present excess of  
deaths over births continued, the  
population of his large provincial  
city would be extinct in some-  
where about a quarter of a  
century, and a woman who had  
seen something of conditions in  
another district inveighed in my  
hearing against what she termed  
the half-and-half methods of  
relief societies—since it was  
impossible to nourish all those  
who were starving; it would be  
better, she said, to select children  
who were likely to grow up sound,

to feed them well and steadily  
and leave the others to die off.

## THE TWO TRAVELLERS.

Her argument may or may not  
have been wise; but the fact that  
it was used in all earnestness and  
charity is a proof of widespread  
anxiety. Yet what organised  
crowd, what political party, has  
been moved to emotion and action  
by the starving of countless  
children—as organised crowds  
have been moved by the fact that  
the Mayor of Cork is starving  
himself in jail?

The motive of the Sinn Feiners  
may be of the highest and purest,  
the feeling of every sympathy;  
but there is and can be no com-  
parison between the magnitude  
of the two catastrophes—between  
the suicide of a man whose con-  
science upholds him in his act,  
and the daily massacre by cold  
and hunger, of those who are  
struggling to live. Yet the one  
tragedy appeals to the organised  
crowd and the other leaves it  
indifferent!

This, I take it, is because  
the suicide of the Sinn  
Feiner is the expression of  
an emotion—hated to which  
an organised crowd is always  
ready to respond, while the Sinn  
emotion of pity and sympathy is  
only responded to by the individual,  
with his higher standard of  
conscience. It is individuals, not  
political parties or advocates of  
"causes," who are binding up the  
wounds of the world; men and  
women who are stirred by the  
kindness, the shame, and the  
sense of responsibility which we  
find behind us when we join a  
crowd and accept its lower  
standard of morality.

## CROWD MORALITY.

It is because the greater num-  
ber of us are entirely and honestly  
ignorant of the fact that collec-  
tive morality is unscrupulous,  
that partisanship, even though it  
be disguised under the name of  
loyalty, is apt to become an  
outlet for our baser instincts.  
I suggest the writing of a simple  
treatise on the temperance and  
motives of the organised crowd,  
the conscious political party.

At present we succumb  
in ignorance to the moral  
dangers of the life political  
or corporate, so that we may even  
esteem it a virtue to be cruel and  
distort the truth, to hound down  
those who disagree with us by a  
savage and spiteful discourtesy.

Take us all round, as individuals,  
we are most of us decent enough;  
whatever our nation or creed;  
and if the moral standard of the  
organisation were as high as that  
of the average decent individual  
the world would not have much  
to complain of. As it is, the  
collective conscience hardly  
exists, and perhaps the first need  
of humanity to-day is to rouse it  
to greater activity.

Were it so roused, it would  
realise that selfishness is selfish-  
ness, in man or in multitude, that  
the lie collective is still a lie,  
that abuse and bad manners are  
no sweeter when served up  
wholesale.

A simple manual on crowd  
psychology might bring home  
these truths to the thousands  
who now ignore them; and I  
suggest its publication at the  
earliest possible moment.

THE VALUE OF HISTORICAL  
RESEARCH.LONDON UNIVERSITY  
PROJECT.

The Senate of the University  
of London has decided to go on  
with the establishment of a  
School of Historical Research.  
The money required even to meet  
the initial expense of £10,000 has  
not yet been all forthcoming;  
£8,000 is the amount of the  
subscriptions up to date, while a  
sum of £20,000 will be needed  
altogether. But the object is  
such an imperative one that the  
Senate cannot be criticised for  
proceeding with their measures  
in confidence that the ways and  
means will be forthcoming.

The project of such a school is  
justified, not only in the interests  
of history itself, but by considera-  
tions of a very practical kind,  
which it has required the war to  
bring home in their full weight.  
Many Englishmen were surprised  
at the moment of positive hos-  
tility to their cause evoked among  
foreign peoples, not to speak of  
cynical valuations of their  
motives.

One of the main keys to the  
mystery is that English history  
is very imperfectly understood  
abroad, and this is a somewhat  
natural consequence of its being  
imperfectly studied and educated  
at home. In this, as in so many  
other respects, Germany's  
sedulous attention to the ap-  
paratus of knowledge stood her  
in good stead. The liberally  
endowed and highly organised  
resources of her universities  
made them the most attractive  
resort of postgraduate students  
from every country seeking the  
means of specialising and  
carrying on original investigation  
in their respective departments.  
This applied to history, as to  
every other subject. The material  
for historical research in this  
country is infinitely greater and  
more varied than in any other.  
But there has been no provision  
for facilitating the foreign  
students' access to it or for  
directing his studies. He went,  
therefore, to Berlin—the Ameri-  
can and the Dominion scholars  
as well as his conferees of  
European nationality—and there  
he found welcome assistance and  
material all placed at his disposal,  
in the most convenient way.

The consequence of this was  
either to sidetrack English  
history or to present it in such  
a guise as can be  
imagined from those acquainted  
with the writings of Treitschke,  
Lassen, and the other "mobilised"  
writers and teachers who acted  
as the intellectual bodyguard of  
Kaiserism. Wherever the in-  
fluence of these men was exer-  
cised in lecture room, library or  
museum, Anglophobia went  
along with it, the result be-  
ing that the outbreak of war  
found a large intellectual class in  
many countries inoculated with  
prepossessions perverse of this  
country's record and sceptical of  
its good faith. To give body and  
circulation to the legend of "Per-  
fidious Albion" was one of the  
main objectives of the teachers  
under whose supervision the his-  
torical students of all countries  
found themselves at German Un-  
iversities.

The export of historical "know-  
ledge" and historical opinions  
from Germany has been interrup-  
ted, like her other exports, by the  
war and its result; but the  
pilgrimage of foreign students to  
her universities will be resumed  
in course of time, unless equal  
or more attractive opportunities  
of research are offered them else-  
where. In the case of history the  
capital of the British Empire  
offers such opportunities in an  
unparalleled degree if they are  
only made properly available.  
Our Record Office, our British  
Museum, and the machines of  
our Government offices are  
unique in their wealth of material  
from which to understand and  
extend the history not only of  
this country but of all others. To  
bring that material within the  
reach of our own and other  
students is the purpose for which  
a School of Historical Research  
is being instituted by the Uni-  
versity of London. It is an object  
closely bound up not only with  
the cause of scholarly truth, but  
with the security of British  
interests and with the peace of  
the world.

## WHAT GREAT MEN EAT.

A London writer making some  
intimate inquiries of famous men  
has gleaned that the Prime  
Minister usually eats bacon and  
eggs and bread and jam for break-  
fast. Mr. Bonar Law, on the  
other hand is faithful to the food  
of his native land, and takes  
porridge and tea.

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SIR JOHN BUCKNILL'S  
NEW APPOINTMENT.

## DEPARTURE FOR PATNA.

Members of the Bar and Officials of the Supreme Court of the Straits Settlements had farewell on the 1st inst. to the Acting Chief Justice, Sir John Bucknill K.C. (formerly Attorney-General in Hongkong) prior to his departure for Patna, India to take up an appointment as Judge of the High Court of Judicature. There was a large and representative attendance of members of the Bar while practically all the principal officials of the Supreme Court were in attendance. His Lordship was accompanied on the Bench by Mr. Justice Barrett Lennard.

The Hon. Mr. R. D. Acton, the Acting Attorney-General, said that on behalf of the members of the Bar present he wished to say a few words of farewell to his Lordship. They knew of his previous experience in other parts of the Empire such as South Africa and Hongkong, and also up to the time of his taking up the important position of Chief Justice of the Straits Settlements. Since he had held that position it was common knowledge that it was not necessary to practise in his Court to appreciate his Lordship's courtesy and the good feelings between the Bench and the Bar. His Lordship had worthily upheld the dignity of that high position. He would go to India with the best wishes of the Bar and they hoped he would continue to have good health and the success which had hitherto attended his career. On behalf of the Bar the Acting Attorney-General wished his Lordship every success in the future.

His Lordship in returning thanks said:—I must thank you most sincerely for the very kind words which you have addressed to me. I am leaving Malaya with very great regret for many reasons. It is a beautiful and interesting and growing country. I have been here now for over six years (longer than I have hitherto remained in any Colony) and have made a large number of friends and I may say frankly that I am sorry to go, but the pay and possibilities in India are so much greater than anything which obtained in the Colonial Service, that it was impracticable for me, with my family responsibilities, to refuse the new position offered to me. The work of the Judges in this City which is rapidly increasing in population to a size which I think, we shall be surprised by the census next year as always varied and seldom dull. A Judge is expected to handle Criminal, Commercial and Common Law cases with very facility and a rapidly changing and ever increasing number of cases, and to acquire some insight into the diverse psychologies of the mixture of races engaged here in litigation. What has made my task much lighter has been the existence of a body of legal practitioners many members of which have had long local experience and whose assistance has always been generously extended to me. But I think that I may pay an even more sincere compliment to you and incidentally to myself and to that not only have I been always treated by you all with the greatest courtesy and forbearance, but I have never lost my knowledge of the members of the Profession. There is to be doubt to say that Singapore may congratulate itself upon possessing a body of lawyers whose abilities and whose pride in the maintenance of their proper professional traditions would challenge very favourable comparison with those of any place under the British flag. I feel fortunate in having so uniformly kept your confidence and I shall always look back with pleasure at your forensic skill and gratitude for your personal kindness.

At the conclusion of his Lordship's remarks Mr. Keok asked his Lordship if he would allow those proceedings to be recorded in the minutes of the Court and

his Lordship replied that he would be very pleased to do so.

On behalf of the Officials of the Court Mr. H. A. Ismail then read out a farewell address to his Lordship. This was printed on silk and beautifully coloured. Mr. H. A. Ismail read out the address which was as follows:

Sir, We, the undersigned officials of the Supreme Court of the Straits Settlements in the Settlement of Singapore, beg leave to address you a few words prior to your departure to join the Judiciary of India in order to show our appreciation of the kind and considerate treatment which you have always extended to us during your tenure of the high office of Chief Justice of this Colony. Indeed Sir, you have become endeared to us by your courteous and affable manner and, may we say, you are a fine example of how the Head of a Department should treat his subordinates, if he wants them to be devoted to him. Although Sir, you are not Head of our Department we have worked in the Court over which you presided and therefore consider ourselves as in your Department. We congratulate you Sir, upon your appointment as Judge of the High Court of Judicature at Patna and we feel confident that it is only a stepping stone to a more exalted position and greater honour and that your ability, high attainments and qualities will mark you out for these we hope, not only in India but also at Home after your retirement from service in the East. We wish you Sir, God-speed.

His Lordship said in reply:—Mr. Redwood, Mr. Ismail and officers of the Registry. It is indeed kind of you to present me with this address at my departure. You and I gentlemen, have been through rather hard times; owing to the War and to the death of our experienced Registrar Mr. Gottlieb. The Registry has for years now been understaffed; how it has been carried on at all is indeed a tribute to the way in which you have all shouldered your duties and shared those of other non-existent or missing officials. The importance and volume of the work of the Registry is little realized by any section of the public except the lawyers, who, however, very soon realize when there is delay or fault. Besides much careful routine work and the preservation of wills, powers of attorney, records of many kinds there are the difficult questions involved in the judicial functions exercisable by the Registrar, the taxation of costs, assessment of damages and drawing up of orders. Then too is the large body of interpreters whose number is considerable owing to the many languages and dialects encountered in these Courts; they have much documentary material to translate besides constant appearance in Court. Court interpretation is a hard and thankless task and calls for patience on the part of all concerned. It is a pleasure to me to think that through all the years which I have spent here my relations with you all have been of a most cordial and friendly character. It is with great reluctance that I take leave of you and I hope that it will not be long before your ranks will be brought up to a proper strength.

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## GENERAL NEWS.

MR. LLOYD GEORGE AS JOURNALIST.

A statement as to the Prime Minister's debut in journalism recently appeared in the "Western World". Writing to the author of an article published in the same journal, on "Lloyd George," a relative of the Prime Minister says: "By the way, do you happen to know that Mr. Lloyd George's first appearance in journalism was under the pseudonym, 'J. Pen'?"

## PRINTING DIFFICULTIES IN ENGLAND.

"A Man of Kent" (Sir W. Robertson Nicoll, writing in the "British Weekly," says: "English publishers are seriously considering the possibilities of printing and binding some of their books in Holland. The experiment was tried many years ago, and several important Dutch firms are again

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All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on October 15th at 10 a.m.

All claims must be produced within a week of the steamer's arrival here after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after October 20th will be subject to rent.

No fire Insurance whatever will be effected.

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"It takes 26s. now to buy the amount of food which, before the war, could be purchased with 10s." and even then there is not equivalent quality."

In these words Dr. Marion Phillips, a member of the Consumers' Council, summed up for a "Daily Chronicle" representative the food situation at the present moment. She added that increases before the winter are inevitable, unless the Government makes purchases of food, imposes an increasing measure of control, and continues the bread subsidy.

"Fuel will also be a serious consideration. Just now, in the height of the summer, it is calculated that 4s. 6d. a week is spent on coal and gas by the average working-class family of five people which is taken as the basis for many of the Board of Trade calculations."

NOTICE. In the winter, at least twice as much fuel is required for ordinary household purposes, and probably four times as much gas for lighting purposes.

Eggs, Dr. Phillips expects, will rise to as much as 9s. to 1s. each during the winter months.

Milk prices were high last winter. They are likely to be very much higher this winter. Government control has been withdrawn. Producers and retailers have substituted their own form of control. Export increased prices for rationed butter. As for rationed butter, it will probably rise to anything up to 6s. per lb.

Marxism will probably go up in sympathy with butter, and in any case the quality people are getting now is considerably inferior to what it was under control, so this also means, in effect, higher prices.

Bread is going to be a luxury this winter, and, unless potatoes are controlled, they will go up in sympathy with bread."

quoting for the production of English books. Publishers have also lately received similar inquiries from Germany, but it hardly seems likely that anything will materialize in that direction."

## BANQUE INDUSTRIELLE DE CHINE

## FRENCH GOVERNMENT LOAN 6% 1920

NOMINAL VALUE : 100 Francs

PRICE OF ISSUE : 100 Francs

Interest payable twice a year on 16th June and 16th December. First instalment due on 16th December, 1920.

The subscription will be received by the BANQUE INDUSTRIELLE DE CHINE from the 20th October, 1920, up to the 25th November, 1920, free of commission and telegram charges and the most favourable rates of exchange will be quoted for the payments to be made in local or any other currency.

For full details and particulars apply to the BANQUE INDUSTRIELLE DE CHINE, STOCK DEPARTMENT.

Queen's Buildings.

6, Chater Road.

HONGKONG.

## You can depend

upon receiving prompt and courteous service when you place your order with The Queen's Dispensary for Drugs and Pharmaceuticals.

You can also depend upon our prices being the lowest, consistent with quality, which is our first care.

## QUEEN'S DISPENSARY

Harper & Co., Ltd.

Tel. 402.

St. George's Building.

## NOTICE.

## REPULSE BAY HOTEL.

TO-DAY

WEDNESDAY, OCTOBER 14th.

SATURDAY, OCTOBER 16th.

CABARET DINNER DANCE.

Mme. S. Belikovitch, Ballerina of the Warsaw Opera House, will appear in a number of Classic Dances.

Assisted by Mr. PAUL GREY Famous Russian Ballerina.

## NOTICE.

## ROYAL HONGKONG YACHT CLUB.

Notice is hereby given that the Sixteenth Annual General Meeting of Members will be held at the Club House, North Point, on Thursday, 10th October, 1920, at 5.30 p.m.

NOTE: A launch for the convenience of Members will leave Queen's Statue Pier at 4 p.m.

By Order, R. E. MACDOUGALL, Hon. Sec. & Treasurer.

Hongkong, 12th October, 1920.

## NOTICE.

## THE HONGKONG TUTORIAL &amp; EDUCATIONAL INSTITUTE

43, Bonham Road.

Opposite the University.

Tel. No. 732. P.O. Box, 553.

Principal JOHN P. JONES, B.Sc., M.E. Min.

The Institute offers Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations.

New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.

Private Tutors can also be had in these subjects.

Prospectus on application.

## A. D. C.

## "GOLDEN DOOM."

## "GLITTERING GATE."

## "LOST SILK HAT."

## "COMPROMISE OF THE KING."

THURSDAY, October 28th.

SATURDAY, October 30th.

at 9.30 p.m.

in aid of

## THE FAMINE

## FUND

Under the Patronage of

H.E. Major General

H.E. Major General

H.E. Major General

H.E. Major General

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H.E. Major General

H.E. Major General

H.E. Major General

H.E. Major General

H.E. Major General

## NEW ADVERTISEMENTS.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 14th Oct. 1920.

commencing at 2.30 p.m.

at their Sales Rooms, Duddell Street

A Quantity of Valuable Household Furniture

Comprising:

Blackwood chairs, soapys, tables, flower stands & stools, tapestry covered couch & easy chairs, card table, writing tables, ornaments, pictures, brass fender & fire brasses, carpets, rugs etc. etc.

Teak extension dining table and chairs, teak sideboard with bevelled mirror, teak dinner wagon, occasional tables, teak overmantel, electric table fans etc. etc.

Double & single brass mounted iron & teak bedsteads, teak dressing table, washstand, chest of drawers, toilet set etc. etc.

## Also

1 12-bore Sporting Gun  
1 16-bore Sporting Gun  
1 Motor Bicycle

On view from Wednesday, the 13th inst.

Catalogue will be issued.

Terms: Cash on delivery.

LAMBERT BROS.

Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Saturday the 10th. October 1920.

commencing at 11.30 a.m.

at their Sales Rooms, Duddell Street

A Consignment of Fur Stoles and Muffs

Russian White and Brown fox, Russian squirrel, Stone Marten, Black and Brown Lynx etc. etc.

On view from Thursday the 14th inst.

Terms: Cash on delivery.

LAMBERT BROS.

Auctioneers.

## FOR SALE.

Very Valuable Chinese Porcelain and Curios

Comprising:

2 Very fine Celadon Vases.

2 Very fine Coloured Jar.

1 Pair Very fine Porcelain Vases.

1 Pair Very fine Wood Carvings.

2 Very fine Stone Statues.

1 Very fine Blue & white vase.

1 Very fine Coloured Jar.

1 Very fine Celadon Jar.

1 Very fine Porcelain Ornament.

1 Very fine Coloured Jar.

1 Very fine Blue & white Vase with peach bloom decorations.

1 Very fine porcelain jar.

1 Very fine Celadon Jar.

1 Very fine Celadon Bowl.

1 Very fine Pottery ornament.

1 Very fine Powder Blue Vase with 4-coloured decorations.

1 Very fine Coloured Jar.

N.B.—The above may be viewed between 9 a.m. to 5 p.m. at

Messrs. LAMBERT BROS.

No. 2 Duddell Street.

## FOR SALE.

MILNER'S SAFES

APPLY TO

LAMBERT BROS.

Duddell Street.

## WANTED.

WANTED.—Britisher arriving in the Colony on or about the 8th instant desires board and residence; Hongkong side preferred. Address replies to Box 453 c/o "Hongkong Telegraph."

WANTED.—A well furnished Bungalow. Immediate occupation. Apply Box 453 c/o "Hongkong Telegraph."

WANTED.—By an American firm, Stenographer. State age experience and previous connections in letter of application. Address P.O. Box 370.

## LOST.

LOST.—On the 11th October. Fox terrier pup, body white, head black, answer to name Harkie. Reward on returning to Mrs. Seu Kon Chi, No. 38 Robinson Road.

## FOR SALE.

FOR SALE.—Two Lancashire Boilers, length 23 feet, diameter of furnaces (each) 3 feet. Working pressure 100 lbs. per sq. inch. Constructed by Messrs Lindsay, Burnet & Co., Govan, Glasgow. In good order and condition. Complete set of fittings with each boiler. Apply Butterfield & Swire, Hongkong.

## FOR SALE.

New 1920 Model Motor Cars.  
2 Winton Sedan Limousines each \$9,500  
9 Chandler 7 Pass. Tourings each \$4,000  
Wire Wheels with spare tires  
Apply Tom Gunn, Davis Co., Ltd., Hotel Mansions.

## FOR SALE.

Brand New—Mitsco. Full Diesel Marine Motors Complete. Spot delivery. Six-cyl-120 H.P. each; Two-cyl-180 H.P. each. Apply Tom Gunn, Davis Co., Ltd., Hotel Mansions.

## FOR SALE.

The U.S.S. SAMAR will be sold at the U.S. Navy Purchasing Office, No. 20 Wangpoo Road, Shanghai, China, by sealed proposals to be opened at 10 a.m. on December 20, 1920.

The SAMAR was built at Cavite, P. I., in 1885. Length 121 feet, Beam 17 feet, 10 inches. Mean draft 7 ft. Displacement when in commission 243 Tons.

The vessel will be ready for inspection on September 10th. Appraised value \$28,000.00 U.S. Currency. Further information and blank proposals may be had by applying to the U.S. Navy Purchasing Office.

## FOR SALE.

Very valuable household property known as "Fairland" No. 155 Barker Road. Immediate occupation can be given; 6 roomed house, commodious coolie quarters, tennis court and garden attached. Further particulars apply

DEACON, LOOKER, DEACON & HARSTON, Solicitors for the Vendor, 1, Des Vaux Road Central, HONGKONG.

## THE CHINA SPECIE BANK LTD.

## HEAD OFFICE:

St. George's Building, Hongkong, Chairman of Board of Directors

Mr. Wong Shiu Ham

Chief Manager... Mr. L. S. Holm

Asst. Manager... Mr. K. T. Wong



## THE BLUE FUNNEL LINE

## REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

## LONDON SERVICE

(Direct)

"TEIRSIAS"	21st October	London, Amsterdam & Antwerp
"ATREBUS"	16th Nov.	London, Rotterdam & Antwerp
"ELPBNOR"	23rd Nov.	London, Amsterdam & Hamburg
"AGAPENOR"	1st Dec.	London, Amsterdam & Antwerp

## LIVERPOOL SERVICE

(Direct or via Continental Ports)

"PELUS"	28th October	Genoa, Liverpool & Glasgow
"IDOMENEUS"	1st Nov.	Marseilles, Havre & Liverpool
"TELAMON"	2nd Nov.	Liverpool
"ANTIOCHUS"	15th Nov.	Genoa, M'les, L'pool & Glasgow

## PACIFIC SERVICE

(via Kobe and Yokohama)

"TEUCER"	20th October	Victoria, Seattle and Vancouver
"EXION"	16th Nov.	
"TALTHYBIUS"	7th Dec.	

## NEW YORK SERVICE

(via Suez or Panama)

"TYDEUS"	via Panama	24th November.
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## HOMEWARD PASSENGER SERVICE

"STENTOR"	13th October	for London direct
"TEIRSIAS"	21st October	for London direct
"IDOMENEUS"	1st November	for Liverpool via Marseilles
"PYRRHUS"	21st December	for London direct

For Freight and all Information Apply to

BUTTERFIELD & SWIRE  
AGENTS.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

STRUTHERS &amp; DIXON, INC.

s.s. "WEST JENA"  
From SEATTLE  
s.s. "LORETTA"  
From BALTIMORE

The Steamship  
"WEST JENA"

having arrived from Seattle via ports on the 7th October, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of Cargo per s.s. "Loretta" from Baltimore are hereby notified that their cargo was transhipped at Kobe to the "West Jena."

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 13th October, 1920 by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns and cargo undelivered on and after 14th October, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC., Agents.  
1st floor, Powell's Building,  
12, Des Voeux Road Central.  
Hongkong, 7th October, 1920.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

From SAMARANG, SOURABAYA, BATAVIA, SINGAPORE & SAIGON.

The Steamship

"LAKE FARRAR"

having arrived on October 6, from the above mentioned ports, consignees are hereby notified that they must take immediate delivery of same alongside, and all cargo impeding discharge will be landed at their risk and expense into the hazardous Godowns of the Messrs. Frank Waterhouse & Co. Yaumatei Shelter, and at consignees' risk.

Consignees must produce an Import Permit before bills of lading can be countersigned.

All broken, chafed and damaged goods are to be landed in Frank Waterhouse & Co's godowns, where they will be examined on Oct. 11th, at 2.30 p.m. by Messrs. Carmichael & Clarke.

All claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the goods have left the steamer or godowns. Goods remaining undelivered, after Oct. 13th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.,  
Operators U. S. Shipping Board.  
Hongkong, 7th October, 1920.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE and STRAITS.

The Company's Steamship

"KAMAKURA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 17th October, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 11th October, 1920.

## NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From TACOMA via JAPAN

PORTS &amp; SHANGHAI.

The Company's Steamship

"MANILA MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 16th inst. will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All Claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA.

Y. YASUDA.

Manager.

Hongkong, 10th October, 1920.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Co's Steamer

"DARDANUS"

From NEW YORK via SUEZ

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 12th October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th Oct. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 1st November, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 12th October, 1920.

## NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The U.S.S.B.

"WEST HEPBURN"

having arrived from San Francisco and ports on October 10th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co. and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Thursday, October 14th, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. on Thursday October 14th, 1920.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized.

No claims will be admitted after the goods have left the Godowns.

All goods remaining after October 17th, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignatures.

THE ROBERT DOLLAR CO.,  
Agents.  
Hongkong, 12th October, 1920.

## W. S. BAILEY &amp; CO., LTD.

ENGINEERS &amp; SHIP-BUILDERS, HOK UN KOWLOON.

HARBOUR REPAIRS  
Call Flag "L"

Sole Agents for

"KELVIN MOTORS."

Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works ... Tel. K.21.

Manager ... K.329.

Secretary ... K.369.

Harbour Engineer ... K.23.

Telegrams "SEYBOURNE."

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

The Steamship

"SAMARANG MARU"

From JAPAN

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 9th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 25th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL &amp; CO. LTD.,

Agents.

Hongkong, 11th October, 1920.

## A NEW DIESEL ENGINE.

## SHIP-FUEL ECONOMY.

Mr. Charles Mr. Schwab of the great Bethlehem Steel Company of America, is credited with an announcement that his firm has perfected a new two-cycle marine Diesel engine that produces the same horse-power as a four-cycle engine twice its size, and effects a saving of two-thirds of the fuel expense, as compared with a steam-driven oil-fired vessel.

The new engine, he is reported to have said, "represents a greater advance over oil-burning steamships than do the latter over coal-fired steamships."

Already the engineering shops of the world in which marine engines are built are full of orders for motor-driven vessels, or motors for vessels which are to be converted.

One firm of British owners, which has already a number of such vessels, is having half a dozen more built.

Other British firms have a score of similar vessels in hand; and the United States, Japan and Continental countries have placed orders for something approaching 100 of large tonnage.

In the opinion of many judges, the carrying trade of the world will be worked by motor-driven vessels in the future.

Storage space for fuel is reduced enormously, enabling the ship to carry enough for a double trip, and thus to buy fuel in ports to which it has been conveyed.

Reduction in fuel space means additional, income-saving space on every vessel, either passenger or cargo. Labour costs are also enormously reduced.

## SHIPPING.

## HOLLAND-FAST ASIATIC SERVICE.

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila and

Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	Loading	For	Sailing
TJIMANOEK	October	Rotterdam & Hamburg	25th Oct.
KANGKANG	November	Amsterdam & Hamburg	23rd Nov.
ALCHIBA	December	Rotterdam & Hamburg	20th Dec.
BORNEO	January	Amsterdam & Hamburg	21st Jan.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,  
York Building.

## KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

## THE STEAMSHIP:

## "VAN WAERWYCK"

Singapore, Penang and Belawan, Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN,

Telephone No. 1574.

Agents.

## WATERHOUSE LINE.

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U. S. Shipping Board steamers

For

SEATTLE - TACOMA - VICTORIA - VANCOUVER  
via Kobe and Yokohama.

"NILE" 15th October.

Further sailings to be announced later.  
Through Bills issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to

FRANK WATERHOUSE &amp; CO.

1st Floor, Hotel Mansions.

Telephone 3507.

## HONGKONG, CANTON &amp; MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

Sailing—To Canton daily at 5 a.m. (Sundays excepted) and 10 p.m.

From Canton daily at 5 a.m. and 5 p.m. (Sundays 5 p.m. only.)

## SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.,

## HONGKONG-MACAO LINE.

To Macao—Daily at 8 A.M. and 5 P.M. (Sundays at 9 A.M.)

From Macao—Daily at 8.30 A.M. and 2 P.M. (Mondays at 7 A.M. &amp; 2 P.M. Sundays at 5 P.M. only.)

Further information may be obtained at the Coy's Office, Hotel Mansions, or from Messrs. Thos. Cook &amp; Son, Booking Agents, Hongkong.

## THE EAST ASIATIC CO., LTD.

COPENHAGEN.

## M. S. "PANAMA"

will be loading about the middle of October for Copenhagen taking cargo on through Bills of Lading to Scandinavia and Baltic destinations at Conference Rates.

For space and particulars please apply to

THORESEN &amp; CO.,

AGENTS.

FRECKLES AND HIS FRIENDS

Tag Spoiled the Day for Alek!

BY BLOSSER





In this changeable weather  
Beware of a chill—

Carry a phial of  
**WATSON'S  
COLD CURE TABLETS.**

A sure preventive.  
A speedy cure.

Price per phial 60 cents.

**A.S. WATSON & CO., LTD.**  
THE HONGKONG DISPENSARY.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.

Office address: 11, Ice House Street.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 13, 1920.

### A SERIOUS MATTER.

The news which we were able to give yesterday that the Asiatic Petroleum Company has purchased the whole block of business premises known as Bank Buildings, extending on the south side of Queen's Road from Wyndham Street to The Pharmacy, is pleasing in one aspect yet very serious in another. It is pleasing to know that a British company is so well progressing that it can buy such a valuable block and that in due season the present old and almost dilapidated row of shops and offices will be superseded by big modern premises, making the Pedder Street end of Queen's Road a presentable sight. The enterprise of the firm in question is worthy of commendation, for the scheme spells a big future improvement, the benefit of which the Colony will reap. But there is a serious side to the matter and we most earnestly invite the Government's attention to it. Unless the Government will make itself actively interested, a period of great anxiety is ahead. Let us just state the facts.

The present tenants of Bank Buildings (and they occupy five shops and nine offices) are all leaseholders, some of the leases still having a fairly considerable time to run—say, two years and more. But there is a clause in all the leases providing that in the event of the sale of the property tenants can be given four months' notice to quit. The purchasers of the property have just given notice to all the tenants that they are now required to clear out by the end of February. In other words, fourteen tenants will be forced to find other premises. If there were a reasonable chance of them doing so, there would be nothing more to say, but the fact of the matter is that there is not. We all know what recently happened in Pedder Street, when Messrs. Jardine, Matheson and Co. went into occupancy of the premises formerly held by Madame Fairall. She was forced to go out of business because there was nowhere else she could go. Messrs. Robinson's in Des Voeux Road were also forced out of business, and with the approaching sale of the Old Post Office building quite a number of office and shop tenants will be forced to move. This is a serious matter. We know of a case in which the tenant of an office in the Old Post Office, knowing that he would soon be forced to leave, found something else in the very Bank Building that within four months will be pulled down. The scarcity of office and shop room in the European city has become so acute that the business development of the Colony is being restricted to a costly extent. We hear that the tenants of Bank Buildings have never expected the literal application of the clause above referred to, but the purchasers have every right to exercise it and there can be no grumble against them. But surely, it is time something was done to remedy the shortage of accommodation. It has been suggested to us that the tenants now affected should jointly address the Government pointing out the extreme difficulty of securing any other accommodation, asking it to intervene on their behalf, persuading the A.P.C. to be content to give twelve months' notice instead of the legal four months. But that would only give temporary relief. When the building does come down there will still exist the danger of people being thrown out of business. We have to look farther ahead than just a mere postponement, though, doubtless, that would be of great assistance.

The present position goes to show that the Government must actively interest itself in the problem of congestion that is facing the business community of the Colony. We remember the words of Mr. Claud Severn when he spoke of the great desirability of rebuilding the whole city: he feared the paralyzing congestion that is even now with us. We look longingly at the valuable lands held by the military and wonder when we are going to hear anything further of the mooted resumption of them. We see that purely native shops and dwelling houses are creeping year by year more from the west in an easterly direction, overtaking both sides of Wyndham Street, and pushing as far as Zetland Street (by way of On Lan Street). Native encroachment, the acquisition of premises by big concerns, an exceptional demand and no room for further building have contributed to make the lot of small business people and those who need office room a very unenviable one. Talk of reclamations and resumptions and re-building does not do one bit of good; it is very urgent action that is needed. Our Chamber of Commerce knows that commercial and business development is being restricted; tenants know that when they are forced to move there is nowhere else for them to go; and yet the Government does nothing. For the sake of Hongkong, for the sake of its own reputation and for the sake of the interests of those adversely affected, the Government must do something and do it quickly. If things move at the slow rate of the past, then Hongkong will, in a few years, be suffering from the serious effects of partial self-strangulation.

### NOTES & COMMENTS.

#### GOVERNMENT ACCOMMODATION.

Some of the residential accommodation which the local Government provides for its subordinate staffs is very far from what it might be. That applies both to Hongkong and to Kowloon. We have been surprised, indeed, to see the "kinky" manner in which some of the residences have been built, as though anything were good enough for the "small" men of the service. The other day, at the K. R. A. meeting, mention was made of the totally inadequate quarters provided for the Postmaster in Kowloon, but it was not added, as it might have been, that even what accommodation there is has been rendered less habitable from the fact that the new Fire Station has been erected almost dead up against the Post Office, with the result that light and air are to a large extent excluded from the whole of the Postmaster's living quarters on one side. Then if we take the Fire Station itself we see the same niggardliness displayed in the provision of quarters for the staff. These are situated right over the Station itself; in fact, they might be described as having been dumped down on to the roof of the Station, and what is almost unbelievable, there are no verandahs whatever. To expect Europeans to live in small verandahless rooms in a climate such as that which prevails here in the summer months is, to put it very mildly, asking a trifle too much. We wonder who designs these Government quarters. Whoever he is, would he like to reside in them himself? One would think that the Government was really hard up, so sparing is it in the matter of bricks and mortar.

#### A PUNNING EPIDEMIC.

Judging from American papers to hand, a pun-making epidemic has broken out in the States. It has had its origin in the election campaign which is now going on, and the people are said to be having good sport in niggling the changes on "You Tell 'Em." For example—

"You tell 'em, Mississippi, you have a big mouth."

"You tell 'em, skyscraper, you have a lot of stories."

These are sample germs of the pun-epidemic that has swept the land, sparing few sections. Making "you-tell-'ems" has become, so we are told, a favourite indoor sport at parties; newspapers are offering prizes for the best "you-tell-'ems" and the pun in its many varieties has become, at least temporarily, a favourite in the American idiom. As Dr. Addison, the celebrated essayist, said—irrelevant punsters probably will here exclaim, "You tell 'em, doctor, you have the patients!"—as Dr. Addison said: "The seeds of punning are in the minds of all men, and though they may be subdued by reason, reflection and good sense, they will be very apt to shoot up in the greatest genius. It is indeed impossible to kill a weed which the soil has a natural disposition to produce." At any rate, punning is much in vogue in the States just now, and every candidate for office is being warned not to take himself too seriously, nor to attempt to deplore a state of affairs in which a people pun while the burning issues smoulder. For (according to one paper) the punster will be quick to exclaim—

"You tell 'em where to sleep, Mr. Candidate, you have the bunk!"

#### ANGLO-AMERICAN UNITY.

We were more than glad to read of the appeal which Sir Auckland Geddes has just made in favour of greater Anglo-American co-operation in the realm of commerce, which he is convinced will in the long run be to the benefit of both nations. Trade rivalry, as the U. S. Secretary for Commerce said, cannot be avoided, but at the same time there is scope for a closer understanding between the English-speaking races, in business as well as in politics. We liked that observation of the British Ambassador that if the English-speaking peoples work together no "half-baked Communists or Militarist adventurers" will long continue to disturb the resettling of the world. We believe it. Anglo-American unity can accomplish great things. There is, indeed, little that it could not do were the will to co-operate only displayed as it should be.

### DAY BY DAY.

WHAT SOCIETY HAS GOT TO FEEL IS THAT TRADE DISPUTES ARE LIKE FIRE AND PESTILENCE, AND THAT THE FINAL GOAL TO BE AIMED AT IS THEIR TOTAL PREVENTION.—Major H. Barnes, M. P.

His Excellency the Governor (Sir Edward Stubbs) is 44 years of age to-day.

H. E. the Governor and Lady Stubbs have moved from Mountain Lodge to Government House.

Details of the French Government 6 per cent. Loan are advertised elsewhere by the Banque Industrielle de Chine, which will accept subscriptions from October 20th to November 25th next.

A distressing accident took place at the China Sugar Refinery yesterday when a machine oiler was tripped up by a machine belt and drawn towards the machinery, with the result that his chest was crushed. Death was instantaneous, the body being afterwards removed by the Police to the Public Mortuary.

Sub-Inspector Murphy had a case before Mr. Dyer Ball this morning in which he charged a Chinese with appropriating to his own use a sum of \$105, the proceeds accruing from the sale of two grave sites at the Chinese cemetery at Aberdeen which he conducted on behalf of a Chinese woman. The case was remanded.

Last week's health return shows four occurrences of enteric (three Chinese and one British imported case), two of cerebro-spinal fever (both Chinese), and two of diphtheria (one Portuguese and one Indian). The cerebro-spinal case and one of the enteric cases ended fatally. There were also ten Chinese deaths from influenza.

Passengers going over the Kowloon-Canton Railway at a certain hour yesterday must have been surprised when passing through Lok Ha, near Shatin, to see the dead body of a Chinese hanging by a piece of rope from one of the telegraph poles. On its discovery the body was cut down and identified as that of a fisherman. It is presumed to have been a case of suicide.

A Chinese was this morning charged before Mr. G. N. Orme with acting as a tout for some Chinese women of ill-repute at Wanchai. It was at the instance of two naval men whom he approached that the Police obtained information which led to his arrest. The case was remanded to enable the prisoner to rope in the women on whose behalf defendant had acted.

The explosion of a tyre brought about an accident to a seaman of H.M.S. Carlisle named S. Shepherd. Whilst driving on his motor cycle at Tsai Wan Gap on the Stanley Road, the back tyre burst, causing the machine to swerve on to the roadside. The side channel checked the career of the machine which then fell on its side, throwing Shepherd heavily on the ground. He sustained a fractured knee and sprained ankle, and had to go into the Naval Hospital.

There is a special attraction at the Repulse Bay Hotel to-night, when Mme. Bellkvitch, of the Warsaw Opera House, will appear in classic dances, whilst Mr. Paul Grey, the famous baritone, will also be heard. Both these artists are front-rankers, and Hongkong should count itself fortunate in having them visit the Colony. Last Saturday, when they made their first appearance, the Hotel was crowded to overflowing, and the same experience is anticipated to-night and again on Saturday next.

Until the expiration of the Ordinance which deals with the matter, no Germans are permitted to reside in the Colony except when making a temporary stay whilst passing through to other countries. This is the gist of the information we have gathered by enquiries at the Colonial Secretariat. We were informed that the fact that Germans in passing through the Colony to go to Canton and other Chinese ports are obliged to make a temporary stay here pending the securing of passages could not be avoided.

### AVIATION NOTES.

#### [BY "METEORITE"]

Those residents of the Colony who participated in the first joy-rides at Repulse Bay in Mr. Ricou's planes will be glad to know that eventually certificates testifying to the occasion are available. In issuing these certificates, the management of the Macao Aerial Transport Company state they are unable to make any issue of the medals which were to have gone along with the papers, as efforts which they had made to obtain a satisfactory reproduction of the medals have met with no good results.

The Italian air authorities have recalled all their air attaches who had been sent to almost all European countries as well as to China and Japan. It is believed that the attaches in London, Paris and Washington will be retained, or at least that their recall will be postponed for some time. The decision is believed to be due to financial considerations, and to severe criticism of the Government's air policy by the Italian Parliament. It will be remembered that there was very severe criticism of the Rome-Tokyo flight over the huge expenditure involved and the benefits which it would bring.

The most interesting item that came through the wires during the past week was the reported intention of G. many, through the agency of the Zeppelin Company, to inaugurate an airship service from Germany to America with two Zeppelins specially constructed to suit the conditions required in the passage over the Atlantic. This report comes as confirmation of a speech credited to General Seely, in which he is reported as declaring that Germany will endeavour to regain by air all that she had lost on land and at sea. Looking at the main aspects of the new scheme, it would appear that Germany is now on the eve of a big undertaking, in which a daring venture is to be made to switch the vast volume of passenger trade across the Atlantic on to her Zeppelins which, if they realise all the comforts and ease which are expected of them, will, needless to say, become popular inasmuch as it is expected that the trip across the Atlantic will not occupy more than forty-eight hours. The question of fares has, however, to be faced, but failing a full complement of passengers, I cannot see how the cost of fare could be profitably reduced from \$150 to \$60.

The statement that five hundred passengers can be accommodated with ease in these new Zeppelins strikes a weak spot in the arguments of the pessimist who is fond of depreciating the possibilities of these big gaubags as passenger-carrying liners. This achievement instances another stage in the development of aeronautics.

New peace time uses are constantly being found for the aeroplane. One remarkable development is that of adapting it to forest survey purposes. It is no longer necessary for men to beat their toilsome way through dense woods and undergrowth. By flights over the forest lands, exact information can be quickly obtained as to the extent and conformation of the forest, the nature of the timber, and the suitable lines for cutting tracks, whilst where open spaces are available machines can be landed to make a more detailed examination. Air photographs will also facilitate the making of necessary maps. Compared with old methods, these air expeditions are both much speedier and much less expensive, and they are expected to do valuable work in opening out lands not yet fully explored. Canada is just purchasing aeroplanes specially fitted for this purpose, and the Indian Government has placed on acts for a similar type of machine. In both cases the contracts have been placed in England, and the aeroplanes, which are designed for both cargo and passenger accommodation, are fitted with interchangeable land-carriage and floats.

Another peace time use for the plane is indicated in the fact that the United States Fishery Bureau has established a service of sea-planes in connection with the American fishing industry. Expert fishermen observers are being

### WEST RIVER NOTES.

#### WUCHOW MORE OR LESS ISOLATED.

(From an Occasional Correspondent.)

Samshui, Oct. 11th.

Everything here is quiet. There have been no trains running to Canton since September 27th.

With regard to the recent attack on H. M. S. Robin, it is now definitely learned that Kwangsi troops fired on her. The Robin is still in port. All the holes in her side have been plugged up.

H. M. S. Cicala arrived here from Canton on Friday, the 8th instant, expecting to find two British steamers awaiting an escort up to Wuchow. On the 9th, the Asiatic Petroleum Company's motor boats Tung Kwang and Po Koi, from Kowloon, were escorted as far as the wireless station at Ma Han by H. M. S. Moorham. The two boats entered the port in safety, having on board liquid fuel for Wuchow. On Sunday morning, the 10th, the A.P.C. motor boat Saikong, with 1,200 cases of oil, arrived from Canton, and at noon H. M. S. Cicala left Samshui for Wuchow and escorted these three boats, the motor boats leading, with the gunboat a quarter of a mile astern. The Cicala was ready for any attack, all the men being stationed at the guns.

So far, no information has reached here for fifteen days from Wuchow, so it is impossible to say anything regarding that place, as all the telegraph wires have been cut and the poles are lying on the dyke. Some of the poles have, in fact, been taken away for firewood and the wires have been rolled up in a heap at several places, so after peace has been fixed up it will take the Telegraph Company a month or more to repair the lines.

The s.s. Taiming arrived in port to-day (11th instant) at 6.30 p.m. and is returning to Hongkong this afternoon. She will not go up to Wuchow yet awhile, as there are many thousands of Kwangsi troops anxious to get down and land a hand in Canton, but as there are no steamers running they can of course do nothing. Chinese steamers with the Chinese flag flying would be just the thing for them to commandeer, and they would even navigate the vessels themselves.

The arrival of the Taiming here was a pleasure for all, as she brought mail and fresh provisions, for we have been hard hit in the matter of stores, meat, vegetables, bread etc.

H. M. S. Moth is expected here on Wednesday to relieve H. M. S. Cicala, which goes to Hongkong.

There are about 500 Kwangsi soldiers at Kwongli and at Wah On, whilst some 1,000 Kwangtung troops are about 4½ miles distant from the Kwangsi forces.

### STOWAWAYS.

#### TWO SPANIARDS IN TROUBLE.

The two South American Spaniards, who were on Monday charged with being stowaways on the Eastern Trader from Shanghai, were again brought up before Mr. G. N. Orme at the Police Court to-day.

The prisoners' story was to the effect that they shipped from South America to Yokohama to "see the sights." At the Japanese port they were left stranded by the unexpected departure of their steamer. They later obtained work as firemen which enabled them to get a cheap passage to Shanghai. Having the desire to proceed to Manila, they stowed away on the Eastern Trader.

In the case of Rodriguez Peres, it was stated by Inspector Spear that he had been brought up before the Mexican Consul, as agreed on, but the Consul had no proof of the prisoner's identity to admit him to the benefits of citizenship. With regard to the other prisoner, Gomez, his Worship was informed that the Chinese Consul would look after him.

Both men were sentenced by the Magistrate to twenty-one days' hard labour.

carried on official sea-planes for the purpose of ascertaining the position of shoals of fish. The scheme provides for the fitting up of wireless installations on a number of steam trawlers, the skippers of which will be notified by the sea-planes observers of the position of the various shoals and the direction they are taking, so that they may be intercepted.

### TO-DAY'S MISCELLANEOUS.

A correspondent writing to a Home Journal relates a reminiscence of the great Lord Brougham. A Westminster school-master, now gone to his rest, used to relate a passage of arms between the famous Judge and his stepson. Lord Brougham was evidently not satisfied with the progress in life of his wife's son, for he said to him, "Get distinction, Sir; get distinction." "I have got distinction," was the more witty than manly retort, "for I have the distinction of being stepson to the ugliest man in the United Kingdom."

Four Christian names are borne by the new captain of the cricket team for Australia. This is still a very unusual number in England, but it is much more usual to-day than it was twenty years ago for a man to have three. In such matters fashion is as purely arbitrary as elsewhere. Throughout the nineteenth century, roughly speaking, the surnames of the mass of English men and women, outside a very small class, were prefixed by two initials. To-day a considerable minority carry three, and in the public schools you will find an odd belief prevailing that it is somehow better for a boy's standing at school if his parents have been thoughtful enough not to omit the third Christian name.

The four Christian names possessed by Mr. Douglas remind one of the famous Ford brothers, familiarly known as "Alphabet Fords," all of whom had four names apiece. An investigation into the names of cricketers generally might not be without interest. Professionals have no Christian names officially, though no North Country Englishman will forget Johnnie Briggs, George Ujett, and Tom Emmet; but, unofficially, their names are ordinary enough, speaking generally. The Yorkshire fundress for Old Testament names gives us such eccentricities as Saul Wade and Ephraim Lockwood. An exhaustive search into the names of famous amateurs reveals such treasures as Alexander Josiah Webbe and Samuel Moses James Woods. And is there any other Englishman, save the greatest of cricketers, who was (and is) known to the majority of his countrymen by the initials of his Christian names alone?

Smoking in school, which the London County Council has been asked to sanction at its evening classes, is not altogether an innovation. Among the medicinal virtues attributed to tobacco when it first reached Europe was its supposed value as a preservative from contagion. So at the time of the Great Plague in 1665 all the boys at Eton were obliged to smoke in school every morning. One of these juvenile smokers years afterwards declared to Hearn, the Oxford antiquary, that he was never so much whipped during his whole time at Eton as he was one morning for refusing to smoke. Evidently Eton was not the only school to encourage smoking among its scholars, for Missou, a French Huguenot who visited England in 1697, notes that "the very women take tobacco in abundance, and in Worcestershire the children are sent to school with pipes in their satchels, and the schoolmaster calls a halt in their studies while they all smoke."

Those Polish women volunteers recently fighting in the "Battalion of Death" to defend Warsaw could quote plenty of precedents from the history of the British army. Among the many British Amazons that leap to memory, one can recall Christiana Ovenshaw, who fought beside her husband as a private soldier, and was buried with full military honours as long ago as 1739. She was twice severely wounded, at the Battles of Landen and Ramillies, and had been taken prisoner and fought a duel before she returned to England, where she received a well-earned pension and became a popular pianist. Anne Chamberlayne, who lies buried in Chelsea Parish Church, "fought gallantly against the French," Phoebe Hassell, according to her epitaph at Brighton, served for many years as a soldier and was wounded at Fontenoy; while, most memorable of all, Mary Ann Taylor accompanied her lover, an infantry officer, to the wars, subsequently served as a sailor, and became the famous "Billie" of the nautical ballad.



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## THE SCRAMBLE FOR SHOPS.

## INTERESTING CASE IN SUPREME COURT.

In the Summary Court this morning, before His Honour Mr. Justice J. R. Wood, the Kwong Sang firm, curio dealers, sued Messrs. Nikko and Co., of Hongkong Hotel buildings, for \$1,000 damages for breach of contract to let a portion of the Hongkong Hotel building to the plaintiffs.

Mr. A. J. Arculli appeared for the plaintiffs and Mr. J. H. Gardiner for the defendants.

Mr. Arculli, in opening the case, said the plaintiffs were Chinese curio dealers in the Old Post Office buildings and the defendants were Japanese curio dealers in the Hongkong Hotel building. Sometime in August last, the plaintiffs, who were to give up possession of the old Post Office buildings at the end of this month, approached the defendants with a view to letting a part of their shop. The defendants promised to consider the matter, and nothing was heard until about three weeks later. They then approached the plaintiffs and said they could not let a part of their shop but would let them have the premises now occupied by Messrs. Brewer and Co. Certain terms were arranged.

His Honour:—Any correspondence?

Mr. Arculli:—All verbal. Certain terms were arranged, and eventually the parties agreed that a draft lease should be prepared. They asked the plaintiff to get a lease prepared and to submit it to them for approval. The agreement was reached on the 8th ultimo. The draft lease was approved and signed by the defendants. I wish to prove to your Lordship that the signature there takes it out of the statute of frauds.

Folk O, the proprietor of the plaintiff firm, said that on the 9th of September he took a draft of the lease to the defendant's shop. On the previous day the manager of the defendant firm, came to his shop and they both came to an agreement, which was embodied in the document. The defendant's made some changes in the document. The defendant's wrote the name "Nikko and Co." on the body of the agreement. They also wrote "15th September" on agreement, and they also changed 24 years to 3 years.

His Honour:—When this agreement was presented, it had no stamp on it?

The plaintiff:—No, my Lord.

Continuing, the plaintiff said that the defendant agreed to sign the lease in the solicitor's office on the 14th ultimo in the morning at 10 o'clock. The defendant failed to attend at the solicitor's office at the stipulated time. The defendants gave an explanation for changing the lease from 3½ years to 3 years. They said that they had to give notice to Messrs. Brewer and Co. The draft lease, the defendant told him, was approved by the Manager of the Hongkong Hotel.

Cross-examined by Mr. Gardiner, the plaintiff said he did all the business with Mr. Otto Moto, of the defendant firm. After the agreement was signed, Otto Moto mentioned that Cherry and Co. and Brewer and Co. were treating for the premises.

Mr. Gardiner:—I put it to you that there was no definite agreement between you and Nikko?—It is not true. The draft agreement was amended on September 13th, and everything was amended to be ready for signature on 13th.

Did Otto Moto say he had no power to sign the lease himself?—At the time I only knew him, and he said the manager would sign it.

Mr. Arculli:—The defendant's name was added in by themselves in the agreement. The defendant also wanted completion to take place on 15th September. The arrangement was that the plaintiff and defendant should call at my office to execute the lease at 10 o'clock. When the plaintiff went to call the defendant the latter said he would not execute before three o'clock that day. I was instructed to write to the defendant's and ask them to execute the lease. In their reply they declined to do so. Here is their reply.

His Honour:—Is that where the correspondence ends?—Yes, there are only two letters.

His Honour:—What has the plaintiff done since?—He has the old premises, which he has to leave at the end of February. He cannot find premises.

His Honour:—His intention was to move into the premises now occupied by Messrs. Brewer and Co. The draft says 1st March, 1921. The tenant was not to commence till next year?

Mr. Arculli:—The verbal arrangement was a lease of 3½ years, the residue of the lease that

## CRICKET LEAGUE.

## ANNUAL MEETING.

The annual general meeting of the Cricket League was held in the Hongkong Cricket Club's pavilion yesterday afternoon. Mr. T. E. Pearce presided and the Clubs represented were Kowloon Cricket Club, Indian Recreation Club, Civil Service Cricket Club, Hongkong Cricket Club, R.G.A., Chinese Recreation Club, University and Staff and Departments.

The gist of the annual report is as follows:

Shield Competition.—Eleven teams entered for the 1919-1920 competition viz: R.G.A., R.E. and I.A., I.R.C., Kowloon, H.K. C.C., Staff, Civil Service, Craigengower, Navy, University, and C.R.C. The R.G.A. secured first place in the competition for the second year in succession, with 28 points out of a possible 30.

Accounts.—The accounts show a credit balance of \$207.01.

The Chairman stated that R.G.A. was to be congratulated on securing first place last year, R.E. and the Indian Army being a close second. There were nine entries for this year's competition. At the meeting a little time ago, in anticipation of a large number of entries, there was some discussion as to the desirability of forming two divisions, and eventually it was decided that the League should continue as last year, viz. each Club to play each other once. As the season progressed the matter would, however, be kept in mind and would be brought up at the beginning of next season. The Chairman then proposed the adoption of the report and accounts.

Seconded by Mr. L. J. Blackburn and carried unanimously.

The Chairman stated that the next business was the voting of \$50 to buy medals for the R.G.A., who were the winners of the League last year.

Proposed by the Chairman and seconded by Mr. C. Baker, the motion was carried unanimously.

Officers were elected as under:

The Hon. Mr. Claud Severn, President; Mr. B. E. O. Bird, vice-President; Mr. H. H. Taylor, Hon. Secretary and Treasurer.

The University's representative asked what teams had entered.

The Secretary stated that the teams that had entered were: H.K.C.C., R.G.A., I.R.C., Kowloon C.C., Staff and Dept., Civil Service, Craigengower C.C., University and C.R.C. The Police C.C., Wils., Club de Recreation, R.E., the Indian Army and the Navy had been approached and all, with the exception of Club de Recreation, were expected to join the League.

There being no other business, the meeting adjourned.

Nikko had with the Hongkong Hotel. My instructions were to prepare the lease for 3½ years. When that was submitted the defendants struck off the half. They said that they had to give notice of six months to Brewer's. They said they could not give us possession before March, 1921.

His Honour:—You say this draft constitutes a written agreement?—Yes.

His Honour:—And if this is not so, then the letter of September 15th is sufficient statement of relief?—Yes.

Mr. Gardiner:—I have not pleaded any statute. I deny the agreement.

Examined by Mr. Arculli, the plaintiff said the name of Cherry was mentioned to him by the defendant on the 15th and the name of Brewer's on the 16th.

Mr. Gardiner said all that he wished to say was that there was no final agreement between the parties, and that it was all subject to those other negotiations that had fallen through. The defendants had not agreed to anything definite up till the 16th September, when Messrs. Brewer and Co. wrote a letter. The defendants were in a position, if they had made an agreement, on the date the writ was issued, to let the place to Kwong Sang. The defendants never came to an agreement.

His Honour:—That is one point I have to decide.

Mr. Gardiner:—My point is that the proprietor had no direct negotiations with the plaintiff.

Otto Moto, an assistant in the defendant's firm said he never represented to the plaintiff that his master would let the premises. He acted throughout as the messenger of his master. He knew that negotiations were going on with other parties. Witness said his manager would sign the lease.

After further evidence, judgment was reserved.

## DAIRY FARM NEWS.

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## FOOTBALL.

The following will represent the "United" in a friendly match against Kowloon 2nd XI at the Hongkong Club Ground on Thursday, the 14th instant:

A Young, Gerrard and D. Urquhart; J. Leonard; A. E. Simmons and C. Logan; C. H. Blake; P. Brown; G. T. May; E. C. Fincher and G. Millar. Reserve:—G. Chubb.

## TRADE OF AUSTRALIA.

## CRITICISM OF BRITISH MANUFACTURERS.

Mr. S. W. B. McGregor, His Majesty's Senior Trade Commissioner in Australia, in dealing with the trade of Australia for the year 1919, discusses the deep-rooted conviction of many Australians that the British manufacturer is intensely conservative, unenterprising, generally out of date, and rapidly losing his hold on the world's markets. These allegations are directed against the manufacturer rather than the merchant, and particularly against manufacturers connected with machinery (including electrical, motor car, small tools, hard ware, and allied trades). Pointing out that in the great majority of cases the commercial community in overseas centres is a comparatively concentrated and small one, Mr. McGregor says that every fault or foolishness perpetrated by the home manufacturer or merchant becomes talked about and magnified out of proportion to its real significance. Particular examples of this are the sending out from home of ill-equipped and unsuitable representatives and the conduct of correspondence in an inexcusably slipshod and careless manner.

Australia Mr. McGregor points out, is peculiarly susceptible to pests imported from overseas. It is estimated that 22 million acres are infested with the prickly pear, which is spreading at the rate of 1 million acres per annum. Cattle tick has caused the death of millions of cattle, as well as indirect losses running into millions of pounds sterling. Rabbits and blowfly in sheep are two other pests which add substantially to these losses.

The great success which has attended the running of the Commonwealth Line of steamers by Australia is dwelt upon by Mr. McGregor. The receipts of the line from its inception were 24,455,000, and working expenses 22,121,000, so that in two years the receipts exceeded the capital cost of the vessels, and in the meantime the vessels have considerably appreciated in value. Of the Government programme of 20 ships, six had been completed and were in commission.

## WHITSTABLE CENTENARIAN.

Mrs. Lucie Burke, of Whitstable, has celebrated her 100th birthday. She is in possession of all her faculties and is quite bright and cheerful. She was formerly in the service of the Dowager Lady Stowell, a sister of Archibald.

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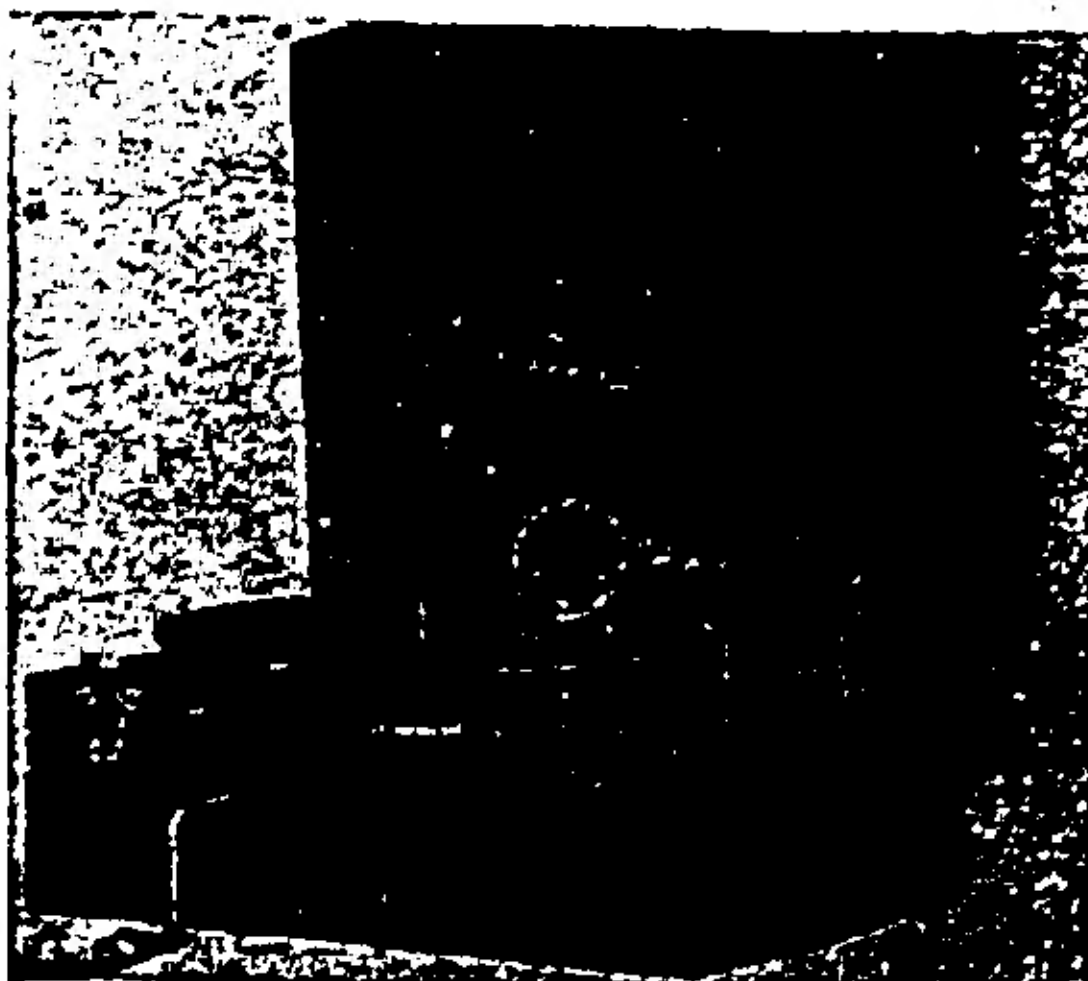
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Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3
Monteagle	Dec. 31	Jan. 24
Empress of Asia	Jan. 13	Jan. 31
Empress of Japan	Jan. 19	Feb. 9
Empress of Russia	Feb. 10	Feb. 28
Empress of Japan	Mar. 15	Apr. 5
Empress of Asia	Mar. 31	Apr. 18

Passengers to Europe are strongly urged to determine the route of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the United States. Conditions on the Atlantic are as compared as on the Pacific. Atlantic reservations can be arranged by letter or cable to all agents in Europe. Freight rates from Montreal to Vancouver, London and other ports. Freight orders covering all such reservations will be issued here.

For terms and other information please apply to HONGKONG OFFICE.

Telephone 1022. Cable address CANPAC.

CANADIAN PACIFIC OCEAN SERVICES.

## PACIFIC SHIPPING.

PACIFIC MAIL S.S. CO.  
U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS  
"ECUADOR," "VENEZUELA" & "COLOMBIA"

HONGKONG TO SAN FRANCISCO  
Via Shanghai, Kobe, Yokohama & Honolulu.  
THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG AT NOON.

ALSO

The following U. S. Shipping Board vessels

HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all Ports in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

For further information apply to:-

PACIFIC MAIL S.S. CO.

Hotel Mansions,

TELEPHONE 141.

Cable Address "SOLANO."

## PACIFIC SHIPPING.

DOLLAR  
LINE

SAILINGS FROM HONGKONG FOR  
NEW YORK VIA VANCOUVER.

STEAMERS. SAILING DATE  
"MELVILLE DOLLAR" ... OCT. 15TH. VIA PANAMA.  
"HAROLD DOLLAR" ... OCT. 25TH. VIA PANAMA.

Through Bills of Lading issued to all parts of United States or Canada.

"Movements subject to change without notice."

For particulars for freight apply to:-

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

792.

SAN FRANCISCO.  
U.S.S.B.

"WEST IRA"

Sailing on October 21st.

THE ROBERT DOLLAR CO.

Tel. 795 & 792

Gen. P. O. Bldg.

3rd Floor.

HONGKONG  
SINGAPORE

SAIGON  
SAMARANG

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS

TO AND FROM

THE ABOVE NAMED PORTS

NEXT SAILING

U.S.S.B. "CADARETTA"

Sailing on October

Operated on behalf of U.S.S.B. Emergency Fleet Corporation. Through B/L issued to any port or common point destination in America or Canada.

For particulars and bookings apply to:

THE ROBERT DOLLAR CO.

Tel. 792

RAY E. GUNW

Gen. P. O. Bldg.

795

Manager.

## SAILING DATES

## EUROPE, U.S.A., ETC.

Steamers	From Hongkong	Due
Vladimir	Oct. 15	Oct. 15
G. Apoor	P. & O.	Oct. 15
Kidana	P. & O.	Oct. 15
Melville D.	R. D. Co.	Oct. 15
Matoppo	R. L.	Oct. 15
Nile	F. W. Co.	Oct. 15
Dunera	P. & O.	Oct. 15
Bearn	J. C. J. L.	Oct. 15
Dakar M.	N. Y. K.	Oct. 16
Tosa M.	N. Y. K.	Oct. 17
West Jessup	S. & D.	Oct. 17
Mia Ima M.	N. Y. K.	Oct. 18
Woonsocket	S. & P.	Oct. 20
Tencar	R. & S.	Oct. 20
West Ira	R. D. Co.	Oct. 21
E. of Russia	C. P. O. S.	Oct. 21
Taiyuan	B. & S.	Oct. 21
Keemun	B. & S.	Oct. 21
Calrosias	B. & S.	Oct. 21
Stenor	B. & S.	Oct. 21
Wakasa M.	N. Y. K.	Oct. 22
Kashgar	P. & O.	Oct. 22
Nikko M.	N. Y. K.	Oct. 22
Abercos	A. L.	Oct. 23
Tydeau	B. L.	Oct. 24
Monteagle	C. P. O. S.	Oct. 25
Pelous	B. & S.	Oct. 26
Tenyo M.	T. K. K.	Oct. 28
Eldridge	A. L.	Oct. 29
Sado M.	N. Y. K.	Oct. 29
Eastern	P. & O.	Oct. 30
Eldto P.	S. T. Co.	E. Oct.
Nile	C. M. Co.	Nov. 6
W. Hargrave	A. L.	Nov. 7
Novara	P. & O.	Nov. 12
C. of Naples	B. L.	Nov. 15
Toyama M.	N. Y. K.	Nov. 15
Ixon	B. & S.	Nov. 16
Aki M.	N. Y. K.	Nov. 17
Muncaster	C. D. & Co.	Nov. 20
Kamakura	N. Y. K.	Nov. 21
Shinyo M.	T. K. K.	Nov. 22
Atrous	B. & S.	Nov. 23
Toyohashi M.	N. Y. K.	Nov. 25
Nellore	P. & O.	Nov. 26
Kanowna	P. & O.	Nov. 30
West Hika	L. A. Co.	Dec. 2
China	C. M. Co.	Dec. 4
Tokyo M.	T. K. K.	Dec. 9
Fushimi M.	N. Y. K.	Dec. 14
Siberia M.	T. K. K.	Dec. 31

## JAPAN, COAST PORTS, ETC.

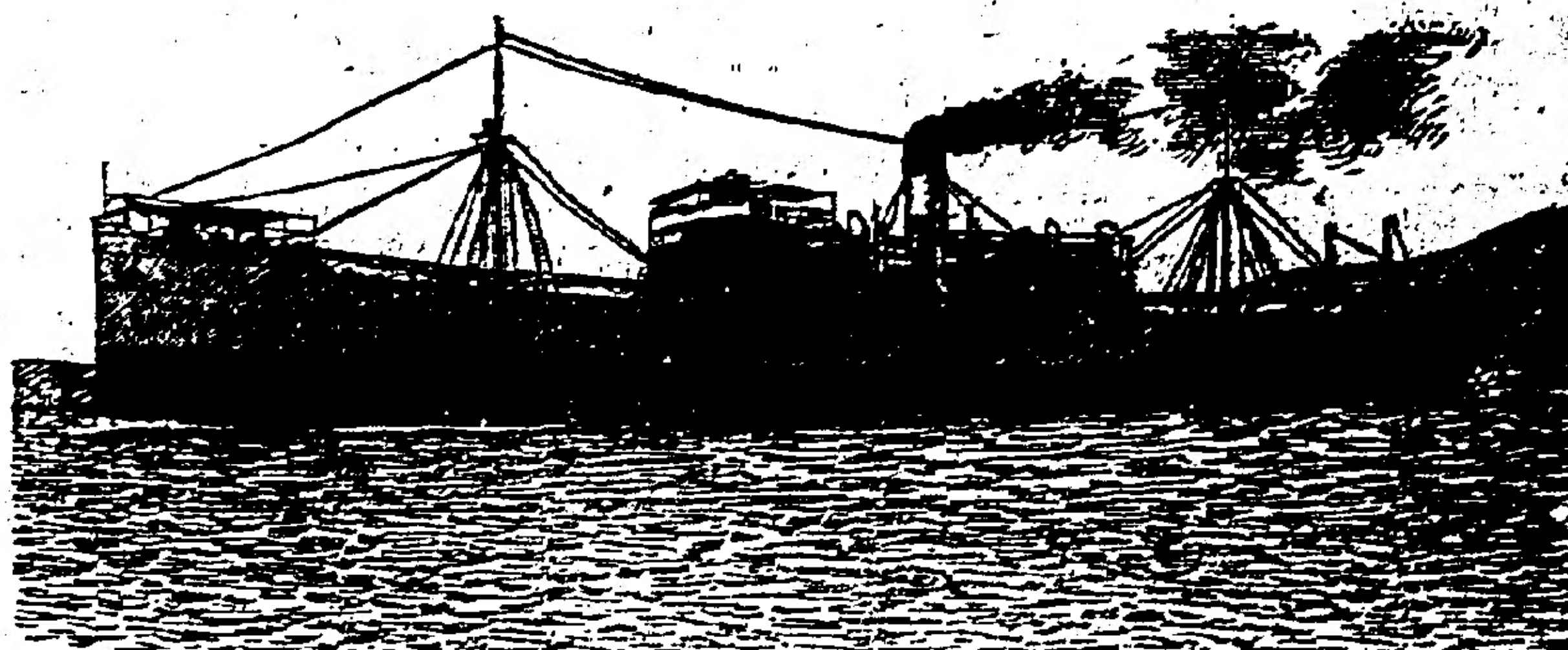
Steamers	From Hongkong	Due
Loksang	J. M. Co.	Oct. 13
E. Crown	S. & D.	Oct. 14
Sinkiang	B. & S.	Oct. 14
Chipsing	J. M. Co.	Oct. 14
Yunnan	B. & S.	Oct. 14
Haibong	D. L. Co.	Oct. 15
Loongsang	J. M. Co.	Oct. 15
Aki M.	N. Y. K.	Oct. 16
Yingchow	B. & S.	Oct. 16
Novara	P. & O.	Oct. 16
Hokuto M.	D. & Co.	Oct. 19
Taming	B. & S.	Oct. 19
Hailoong	D. L. Co.	Oct. 19
Kanchow	B. & S.	Oct. 19
Szechuen	B. & S.	Oct. 19
Hopsang	J. M. Co.	Oct. 19
Tilatjap	J. C. J. L.	Oct. 19
Yatsching	J. M. Co.	Oct. 19
Tenshin M.	N. Y. K.	Oct. 20
Inaba M.	N. Y. K.	Oct. 21
Takada	P. & O.	Oct. 21
Heiching	D. L. Co.	Oct. 22
Nellore	P. & O.	Oct. 24
Tylobas	J. C. J. L.	Oct. 26
Koku	N. Y. K.	Oct. 26
Tjiwong	J. C. J. L.	Oct. 26
Jinsho	N. Y. K.	Oct. 27
Kamo M.	N. Y. K.	Oct. 29
Dilwara	P. & O.	Oct. 30

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Editions; Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 tons gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd. to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C. M.I.N.A. KOWLOON DOCK, HONGKONG



## TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"ELDRIDGE" ... About Oct. 25th.

"WHEATLAND" ... Nov. 17th.

For PORTLAND direct.

(Calling at Kobe and Yokohama.)

"ABERCOS" ... About Oct. 23rd.

For SEATTLE.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephones 2477 & 2478

5th Floor, Hotel Mansions.

## SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON  
Via PANAMA.

S.S. "ELDENA"

ABOUT OCTOBER 15TH.

S.S. "CITY OF JOLIET"

ABOUT NOVEMBER 15TH.

For freight, space and particulars apply to:-

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.

Telephones

2477 & 2478

5th floor

Hotel Mansions.

## THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to

LONDON, ANTWERP & ROTTERDAM.

S.S. "WEST HARGRAVE"

ABOUT NOVEMBER 7TH.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.

Telephones

2477 & 2478

5th floor

Hotel Mansions.



## HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
TENYO MARU	22,000	Oct. 23th.
SHINYO MARU	22,000	Nov. 23rd.
PERISA MARU	9,000	Dec. 2nd.
KOREA MARU	20,000	Dec. 17th.
SIBERIA MARU	20,000	Dec. 31st.

## SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, ALINA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AYRES.

STEAMERS	TONS	LEAVE HONGKONG
SEIYO MARU	14,000	Nov. 9th.
TOKUYO MARU	5,500	Dec. 9th. Cargo only.
KIYO MARU	17,200	Jan. 10th.

For full information regarding passengers, freight, and sailings apply to:-

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

## CHINA MAILS S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

Oct. 31st. Nov. 6th. Dec. 4th.

AN UNRIVALLED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, Acting. Freight and Passenger Agent.

Prince's Buildings, Ice House Street.

Telephone, Passenger Dept. 1934.

Telephone, Freight Dept. & Agent. 2161.

## STRUTHERS &amp; DIXON, INC.

Operating Far Eastern services on account of the

UNITED STATES SHIPPING BOARD.

ALSO

Amalgamated with COSMOPOLITAN SHIPPING CO. NEW YORK.

GREEN STAR LINE, NEW YORK.

Operating Baltimore via Panama Service to the Far East.

TO SEATTLE.

"WEST JESSUP" ... 17th October.

To NEW YORK & BALTIMORE.

"WOODSOKET" ... 20th October.

To SAIGON & SINGAPORE.

"COLORADO SPRINGS" ... 23rd October.

To SAN FRANCISCO.

"WEST HENSHAW" ... 27th October.

Through Bills of Lading issued to all U.S. and Canadian

Overland Common Points.

HONGKONG OFFICE:-1st floor Powell's Building, 14, Des Voeux Rd. Tel. 3008.

PRINCE LINE FAR EAST SERVICE.

For Boston & New York.

"CELTIC PRINCE" VIA PANAMA CANAL, on or about 18th Oct.

Steamers proceed VIA SUEZ OR PANAMA CANAL at Owners' option.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents



Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR AND****EASTERN & AUSTRALIAN LINES.**  
(COMPANIES incorporated in ENGLAND)

STRAITS &amp; BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MADRAGAS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)			
S.S.	Tons	From Hong-kong (about)	Destination
DUNERA	5,400	18th Oct.	Shore, Colombo & B'way
KASHGAR	5,900	22nd Oct.	Miles, London & Antwerp
NOVARA	5,900	12th Nov.	Miles, London & Antwerp
NELLORE	5,550	26th Nov.	Miles, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)			
G. APCAR	4,600	15th Oct.	Calcutta via Singapore, Penang and Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)			
EASTERN KANOWNA	4,000	30th Oct.	Melbourne via Sandakan, Thursday Island, Cebu, Townsville, Brisbane and Sydney.

SAILINGS TO SHANGHAI & JAPAN.			
NOVARA	5,900	16th Oct.	Shanghai, Kobe & Y'hamu
TAKADA	7,000	21st Oct.	Shanghai only.
NELLORE	7,000	24th Oct.	Shanghai & Japan.
DILWARA	5,400	30th Oct.	Shanghai only.

WIRELESS ON ALL STEAMERS.  
Passenger Messing not more than 10 ft. X 2 ft. will be received at the Company's Office up to noon on the day previous to sailing.  
For Passage Rates, Handbooks, Freight, etc., apply to  
**MACKINNON, MACKENZIE & CO.**  
22, Des Voeux Road Central. Agents.

**N. Y. K. NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE &amp; VICTORIA via Manila, Shanghai &amp; Japan ports.

Cargo to Oresland Point U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee &amp; St. Paul Railways.

TAMURA MARU (Omitting Shanghai) Thurs. 14th Oct. at 11 a.m.

TOYAMA MARU ..... Monday, 15th Nov. at 11 a.m.

TOYOHASHI MARU ..... Friday, 26th Nov. at 11 a.m.

FUSHIMI MARU (Omitting Manila) Tuesday, 14th Dec. at 11 a.m.

LONDON &amp; ANTWERP via Singapore, Penang, Colombo, Suez, Port Said &amp; Marseilles.

MISHIMA MARU ..... Monday, 18th Oct. at noon.

SASO MARU ..... Friday, 29th Oct. at noon.

HAMBURG, LONDON &amp; ROTTERDAM via Suez.

DARAR MARU ..... Sailing from Yokohama 15th Oct.

MARSEILLES &amp; LIVERPOOL via S'port, C'bo, Suez &amp; Port Said.

KAMATARA MARU ..... Sunday, 21st November.

SYDNEY &amp; MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

NIKKO MARU ..... Friday, 22nd Oct. at 11 a.m.

AKI MARU ..... Wednesday, 17th Nov. at 11 a.m.

NEW YORK via Suez.

SOUTH AMERICAN PORTS via Cape.

TOSHA MARU ..... Sailing from Singapore 15th October.

BOMBAY &amp; COLOMBO via Singapore.

JINSHO MARU ..... Wednesday, 27th October.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

KOTSU MARU ..... Sunday, 21st October.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

AKI MARU ..... Saturday, 16th Oct. at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

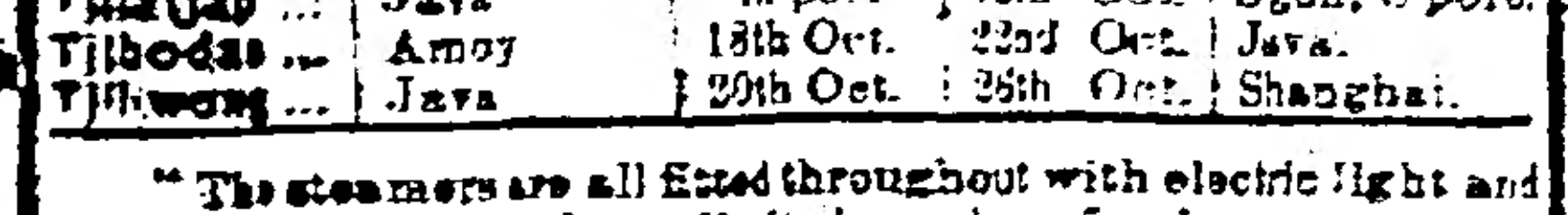
HAKODATE MARU ..... Saturday, 16th October.

INABA MARU ..... Thursday, 21st Oct. at 11 a.m.

TENSHIN MARU ..... Wednesday, 20th October.

For further information apply to **NIPPON YUSEN KAISHA.**

Telephone Nos. 292 &amp; 293. S. YASUDA, Manager.

**JAVA-CHINA-JAPAN LIJN.**

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	Tons	Expected at Hong Kong	Expected at Japan
Tsushima	5,400	18th Oct.	18th Oct.
Tsushima	5,400	22nd Oct.	22nd Oct.
Tsushima	5,400	26th Oct.	26th Oct.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

**JAVA PACIFIC LIJN.**

NEXT SAILING.

Steamer	Tons	Expected at Hong Kong	Expected at Japan
Tsushima	5,400	18th Oct.	18th Oct.
Tsushima	5,400	22nd Oct.	22nd Oct.
Tsushima	5,400	26th Oct.	26th Oct.

Through Bills of Lading issued to U.S.A. and Canadian Overseas Points.  
For Freight and Passage apply to the

Java-China-Japan Lijn.  
Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

**DODWELL & CO., LTD.****STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

FOR NEW YORK &amp; BOSTON.

via Suez or Panama canal at owners' option.

**S.S. "MUNCASTER CASTLE"**

Sailing about 20th November.

**LLOYD TRIESTINO.**

FOR SHANGHAI.

S.S. "PERSIA" Sailing about 5th November.

**BRINDISI, VENICE & TRIESTE.**

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports, via SINGAPORE, PENANG &amp; COLOMBO

S.S. "AFRICA" Sailing about 7th November.

S.S. "PERSIA" Sailing about 8th December.

Passengers Luggage can be insured at the office of the Agent

**NANYO YUSEN KAISHA LTD.**

(SOUTH SEA MAIL S.S. CO.)

Regular services between

**JAPAN, HONGKONG & JAVA.**

For JAPAN S.S. "HOKUTO M." sailing on the 19th October.

S.S. "BORNEO M." sailing on the 30th October.

**OCEAN TRANSPORT CO., LTD.**

(TAITO KAIUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

**NATAL LINE OF STEAMERS.**

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co. Ltd. and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LTD., Agents.****AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION)

Steamer. Arrives Hongkong from Australia Leaves Hongkong for Australia.

TAIYUAN 15th October 21st October

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo looked through to all Australian, New Zealand, and Tasmanian ports.

For Freight and Passage apply to

Butterfield &amp; Swire.

Telephone No. 35. Agents.

**"ELLERMAN" LINE.**

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA &amp; STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For

LONDON "MATOPPO" 15th October.

LONDON "CITY OF NAPLES" 15th November.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS &amp; Co. Canton General Agents.

**LOS ANGELES PACIFIC NAVIGATION CO.**

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards About Sailing About

S.S. VINTA Oct. 13 S.S. VINTA Oct. 21

S.S. WEST HIKO Nov. 20 S.S. WEST HIKO Dec. 2

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Atlantic, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES: LOS ANGELES, CALIF. Prince's Building, Center Road, Telephone No. 1042.

BRANCH OFFICE: K. S. SHANGHAI CHAS. E. RICHARDSON, General Agent for South China.

MANILA, SINGAPORE.

COASTAL SHIPPING.

**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
TIENTSIN	Chipsing	Thurs. 14th Oct. at 2 p.m.
MANILA	Loongsang	Fri. 15th Oct. at 3 p.m.
SHANGHAI	Hopsang	Sun. 17th Oct. at 4 p.m.
STRAITS & Calcutta	Yatsing	Tues. 19th Oct. at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light &amp; Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAI-PHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Labad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong &amp; Tiensin calling at Weihaiwei &amp; Chosoo.

**CALCUTTA LINE.**

S.S. "YATSHING" will be despatched on or about Tuesday, 10th October, at 3 p.m. for S'PORE, PENANG &amp; CUTTIA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM &amp; MADRAS &amp; DUTCH EAST INDIES.

For Freight or Passage apply to—

**JARDINE MATHESON & CO., LTD.**

General Managers.

Telephone No. 215.

**C. N. C.**

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
HONGKONG	Yunnan	14th Oct. at 10 a.m.
SHANGHAI	Sunkang	14th Oct. at 2 p.m.
SHANGHAI & TSINGTAO	Yingchow	15th Oct. at 4 p.m.
SWATOW & BANGKOK	Kanchow	19th Oct. at 10 a.m.
AMOI, SHAH & PUEOW	Szechuen	19th Oct. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	20th Oct. at noon.
SHANGHAI	Sunning	21st Oct. at noon.
SHANGHAI & TSINGTAO	Chenau	23rd Oct. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidsthips. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow. For Freight or Passage apply to

**BUTTERFIELD & SWIRE.**

Agents.

Telephone No. 35.

Hongkong Oct. 13, 1920.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOI AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Hailong W. C. Passmore FRI. 15th Oct. at 1 p.m.

Hailong J. B. Thomson TUES. 19th Oct. at 1 p.m.

Hailong A. H. Stewart FRI. 22nd Oct. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.) For Freight and Passage, apply to

**Douglas Lapraik & Co.,**

General Managers.

**PACIFIC SHIPPING.****NEW YORK DIRECT.**

Joint service of the

**"BLUE FUNNEL" LINE**

(Ocean S. S. Co. Ltd. &amp; China Mutual S. S. Co. Ltd.)

**AMERICAN & MANCHURIAN LINE**

(Kaiserswerth &amp; Co. S. S. Co. Ltd.)

Sailings from Hongkong.

"TIDEUS"	via Panama	24th Nov.
"CITY OF AURA"	via Suez	3rd Dec.
"BOMBO"	via Suez	24th Dec.

• Calls at Boston.  
• Steamers proceed via Cape Horn (Panama Canal at Owners' option).  
• Subject to change without notice.  
• For freight and particulars apply to

**BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.**  
HONGKONG & CANTON REISS & CO. CANTON.

SHIPPING.

VESSELS ARRIVED.

The s.s. TITAN arrived yesterday afternoon from Liverpool with 4,000 tons of general merchandise for Hongkong—Mooring A 33.

The GREGORY APCAR arrived from Kobe yesterday evening with 1,125 tons of general merchandise for Hongkong. She carried 1,062 deck passengers—Mooring A 4.

The U.S.B.K.'s LAKE FARMINGDALE, operated by the Pacific Mail Steamship Company, came in this morning with 300 tons from Singapore—Mooring C 33.

The BANRI MARU arrived this morning from Moji with 3,800 tons of salt for the Colony.—Mooring B 24.

The TAIHIN MARU arrived yesterday from Chinwangtao with 1,750 tons of coal.—Mooring B 31.

CLEARANCES AND DEPARTURES.

The s.s. DRUFAR left yesterday at 4 p.m. for Singapore.

The s.s. HIN SANG departed at noon yesterday for Sandakan with 450 tons.

The HONG HWA left this morning at 10 o'clock for Singapore via Swatow with 200 tons.

The s.s. HUI SANG left at noon yesterday for Sandakan with 450 tons.

**MOVEMENTS OF STEAMERS.**

The N. Y. K. s.s. TSURUGA M. (Hamburg Line) left Rotterdam for this port via Suez on the 21st Sept. and is expected here on the 5th Nov.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via Suez, on the 20th Sept. and is expected here on the 28th Oct.

The N. Y. K. s.s. IYO MARU (European Line) left London for this port via Suez on the 5th October and is expected here on the 14th November.

The N. Y. K. s.s. MISHIMA MARU (European Line) left Kobe for this port via Moji and Shanghai on the 8th October and is expected here on the 17th Oct.

The Robert Dollar Company's U.S.S.B. WEST IRA. (San Francisco Line) left San Francisco on September 12th, and is due in Hongkong October 15th.

The Robert Dollar Company's U.S.S.B. CADARETTA (Coast Service) left Saigon on October 9th and is due in Hongkong October 13th.

The N. Y. K. s.s. BOMBAY M. (Calcutta Line) left Calcutta for this port via Singapore on the 6th October and is expected here on the 23rd October.

The Ellerman Line s.s. CITY OF NAPLES, from Hamburg &amp; London sailed from Singapore on the 9th inst. and is due to arrive here on the 15th inst.

The N.Y.K. s.s. AWA MARU. (Liverpool Line) left Liverpool for this port via Suez on the 6th Oct. and is expected here on the 17th Nov.

The P. &amp; O. s.s. NOVARA, left Singapore for this Port on the 9th inst. with the outward English Mails, and is due here on the 15th inst. at about 6 p.m.

The R.M.S. EMPRESS OF RUSSIA, arrived at Shanghai, on 9th October, left there 10th October, and is due at Manila on 13th October.

The N.Y.K. s.s. AKI MARU (Australian Line) left Manila for this port on the 12th Oct. and is expected here on the 14th Oct.

The N.Y.K. s.s. HAKODATE M. (Calcutta Line) left Singapore for this port on the 10th Oct. and is expected here on the 16th October.

The P. &amp; O. s.s. DUNERA left Shanghai for this Port on the 12th inst. at about 8.30 a.m., and is due here on the 15th inst. at about 5 a.m.

The R.M.S. MONTEAGLE, arrived at Kobe on 11th October, left there 12th October, and is due at Moji on 15th October.

The T.K.L. s.s. KOKKA M. arrived at Yokohama, October 8th, being due at this port Oct. 21st.

The s.s. NELEUS (Blue Funnel Line) left Singapore on 11th inst. for Hongkong and is due here on 15th October.



# Plumage Plays a Prominent Part in Fall Millinery



This  
Cunning  
Black Tux Hat of  
Velvet has a  
Trailing Feather



Very French is  
this Small Hat with  
Black and White  
Contrasts



A Tall  
Plume  
and a  
Short Veil  
Combine to Make  
Style and Grace



Brown Velvet Model  
with quantities of  
Ostrich Over  
at 1 Under the Brim



A Striking  
Arrangement of White Wings on  
a Wide Brimmed Model of Black  
Hatter's Plush

## Modes of the Moment.

The feathered hat of autumn is either soft-lined and exquisitely graceful, or stiff, smart and alert in suggestion. The range of new feather trimming includes all the still varieties too coquettish, long whisks, clipped pheasant and various osprey effects. The mingling of two colours in sharp-pointed wings that fold around the hat, is a notable feature. One of the pictured hats shows black and white wings of this type. Black and white quills of graduated length are attached to a long strip of white crepe and the tips of the quills are chipped off in a straight line at the edge of the hatbrim. The long wing is effectively arranged across the front of an ordinary low-crowned, wide-brimmed sailor of black hatter's plush, the wing being placed or bent over on itself midway to break the long, flat effect.

### BLACK AND WHITE WINGS.

Paris just now adores the little, tippled cloche shape entirely covered with feathers in black and white. One of these little hats is pictured. Except for a black velvet bow set across the whole hat is covered with black and white feathers and over this feather background are arranged tiny, small white wings bound with black velvet and radiating from a bow of black velvet which stretches from front to back of the crown.

### CHINESE CROWNS.

The hat crowns of autumn are mostly soft, draped affairs of velvet or other supple fabrics, and most of the crowns are roomy and rather low. The Chinese crown is in triangular sections, but is quite different from the rounding, melon crown; it points upward in a sharp peak and rises from a perfectly round brim, the whole hat built large enough, however, to settle well down on the head. The fetching little Chinese turban pictured is made of dark brown velvet and the cording is piped with apricot velvet. The trailing cockfeather, which seems to be exactly the trimming for this particular style of hat, is in the apricot shade. These hats are charming also in black with white trimming, and in dark blue with grey trimming.

### VARIETIES OF COQ FEATHERS.

Sometimes coq plumage is split into airy strands that curl very gracefully over hairbrims. There is also the glycerined ostrich which has this airy, delicate effect; though neither coq nor glycerined ostrich can ever hope to compete in grace and beauty with a natural, curled ostrich feather.

This difference in trimming arrangement is apparent in two feathered hats pictured; one a soft-lined affair with an up-standing ostrich tip, the other a stiff little turban swathed in a down-drooping plume. The fact is that feathers may be used any way you please—so long as feathers are used!

Two of these freakish and "different" feather arrangements dear to the Parisian heart, come from Lewis and from Louison. The Lewis hat is of black silk beaver, with width elongated from side to side. This width is emphasized by two enormous wings of glycerined ostrich which stand out at either side. The feather ornaments are attached at the top of the crown and make a perfectly straight line with the crown, outward, for about four inches, then they curl down and around, ending under the hat at each ear—most unique in effect, tremendously chic from the Paris standpoint!

The Louison hat is a caplike turban of black velvet from which a thick irregular fringe of yellow ostrich tumbles all around over face, hair and neck.

### VEILS AND FEATHERS.

The small hat with an up-standing feather and a drooping veil is a typical English style. There is nothing particularly striking in the shape of the hat or the arrangement of the feather—but perfect grace is achieved in the complete effect and the soft lace veils adds not a little to the grace and becomingness of the hat. The little hat, so coquettishly rolled up at one side, and the handsome ostrich tip are a deep beautiful blue shade and the silk mesh veil in lace pattern is taupe colour.

Another very graceful model is the roll-brim hat of tete de negre velvet with gorgeous orange ostrich under and over the brim. The feathers are well placed, in this hat, to balance the lines, and the ostrich effect grows heavier and thicker as the line droops over from the upper left to the lower right—where the feathers touch the shoulder. An example of French chic and freakishness of feather arrangement is shown in the small turban swathed with an uncurled ostrich feather. The feather falls every way with no apparent attempt at continuity of line.

## JOTTINGS.

### A LINGERIE NOTE.

The newest note in trosser lingerie is to adorn each separate garment with a small velvet flower of some very pronounced colour, such as rust red or shell pink crepe de chine or deep violet on pale blue. The flower, which is of course, quite flat, is dropped negligently to a shoulder strap or the full of a petticoat.

### A PRETTY FINISH.

An extremely pretty finish to either crepe de chine, tap silk, or fine cambic lingerie is given by the addition of narrow bands of double net through which coloured ribbon is threaded. It is quite a change from the usual method of threading through slots made in the material itself, and though originally introduced on the more expensive sets is simplicity itself for the home needlewoman.

### UNPICK THE BEADS.

When the bead trimming to your frock wears out unpick the beads, for these little atoms are rising in price daily. Nothing is so useful as a boxful of mixed beads when it comes to doing up an old dress or jumper. It will probably save you quite a big outlay in trimmings and motifs.

### STRAW BAGS.

Bag fashions have become a little monotonous of late, beads and brocade holding the field triumphantly. A rival, however, has appeared in the handbag made entirely of straw, with the exception of the ivory mount. These bags are of liere straw, substantial yet pliable at the same time, and look as though there is plenty of wear in them. When they match the hat the effect is very smart.

### EAR-RINGS.

Queen Mary, by her partiality to the wearing of ear-rings, has revived this, fascinating vogue, and many smart women are to be seen with both drops and studs adorning their ears. Many of them are wearing "lucky" earrings, out of the Chinese jade, and suspended on fine gold chains.

## A SMART DRESS



Here is pictured a suggestion in yellow coils.

The skirt has the coils draped over the hips, falling gracefully full and straight in the centre with the edges bound with tarnished-gold ribbon. The corsage has, first, a bandeau with a soft shoulder drapery of yellow silk, then a bib made of wide green-gold ribbon and, as a final note, a folded giraffe of the yellow silk.

## MY LADY'S SHOULDERS.

### DIFFERENT TYPES.

The modiste's tea-table talk was on shoulders. She began with the assertion that not one woman in fifty has a presentable pair of shoulders. This despite the fact that there are four kinds of fashionable shoulders to choose from. There is the old-fashioned sloping shoulder, seen in miniatures and old paintings. It has rounded curves, and slopes gradually all the way from the nape of the neck to the tips of the fingers. Looked at in profile it presents a long, lovely curve, delightful to the eye.

The next shoulder in point of importance is the shoulder of the matron. This is the full shoulder. It is inclined to be coarse in texture, but its smoothness and whiteness make it handsome. This shoulder is the kind meant when writers on social topics refer to the "societal shoulder."

The third shoulder is the youthful shoulder. There is nothing else in shoulders that compares with it, but unfortunately it is difficult to obtain. One seldom finds it past the age of twenty. It is perfectly shaped, its colour is pure white, and its texture is almost luminous.

The fourth shoulder is the aesthetic shoulder. It is thin, and the bones show. Artists admire the aesthetic shoulder. You see the thin shoulder among their models, and you can observe it in "types," but you do not often meet it among your friends. In real life, the girl with thin shoulders is usually too thin for beauty.

There are other styles in shoulders, but these four are the types to be studied and copied. Many women have round shoulders. Certainly no one wants to copy them. One out of three has shoulders that extend too far forward. Fifty per cent. have shoulders of unequal height.

Twenty-five per cent. have shoulders that would be right if held right. Walk behind such a woman in the street, and you will notice that one shoulder is higher than the other, and that this is caused by the way she holds her hands, one hand at her belt line, while the other is allowed to fall by her side. First this makes the shoulders uneven while it is done, and in time they grow uneven.

Round shoulders are caused by the habit of letting the body sink forward. Women with lung trouble have round shoulders, while dyspeptics almost invariably have shoulders that hoop forward.

## LITTLE FOLKS' CORNER.

### ADVENTURES OF THE TWINS: XIV.

Just as Nancy had finished speaking, the little pillow burst open and out popped Master Silk-worm, while his little bed of fluff, down blew all over the place. Nick then came running up and said that Mr. Tingaling, the fairy landlord of Dear-Knows-Where, was wishing to see them. The children then wished Mr. Robadab Good-bye and started off on their further adventures.

Nancy and Nick came close to hear what Tingaling wished them to do, as he had said he had an errand he wanted done.

"It's about Wally Woodchuck," the fairy landlord of Dear-Knows-Where said, looking very much upset. "That lazy, good-for-nothing has put his children out again. He does it all the time, and his wife doesn't dare to say a word."

"Are the children naughty?" asked Nancy.



"It's about Wally Woodchuck," the fairy landlord of Dear-Knows-Where said, looking very much upset.

"Naughty!" Tingaling laughed till all his boils rang. "Why they're only four weeks old, and just off the bottle! That's the trouble; as long as Mrs. Woodchuck nurses them, Wally puts up with them, but when it's his turn to provide the chow—excuse me, I mean food—why he's afraid he won't have enough for himself, so out they go. That's why he has two names, one because he chucks them out of house and home, and the other (groundhog, you know) because he's such a greedy pig!"

"Goodness!" said Nick. "I never knew he was so mean. We'll go and get him right away, won't we, Nancy?" And the little boy was for starting right off.

"Hark! Hold on!" cried Tingaling, catching him. "You don't know which door to go to. He's got four, the cute, old fellow! The house only had one, when I rented him the place, but he's had the others put in—and balls. You should see the balls. That's the trouble about catching him. When I go to the front door, he sneaks me; and sneaks out at the back, and if I hurry round there, he sneaks in again, and out at one of the side doors. But with four of them, Tingaling counted the Magical Mischiefmen, we ought to be able to round up the old scamp and make him take the children back."

(To be continued next Wednesday.)







